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The China Mail

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No. 27,330 HONG KONG, THURSDAY, NOVEMBER 7, 1929. PRICE \$3.00 Per Month.

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INTERPORT CRICKET RESUMED

SHANGHAI CONCLUDE THEIR FIRST INNINGS

48 BEHIND MALAYA

MALAYA SECURES UPPER HAND EARLY IN GAME

On a wicket which had been rendered rather sticky by rain, the interport cricket match at the Hong Kong C.C. ground between Malaya and Shanghai was resumed to-day. Just before the lunch interval, Shanghai lost the remaining eight wicket for an additional 106 runs, bringing the total to 185, or 48 behind Malaya.

Early on Malaya secured the upper hand. Then Leach and Howard made a determined and gallant stand for the Northerners until they were able to defy the opposing bowlers.

P. N. Knight, who has visited Hong Kong before, dismissed Leach with his first delivery, thereby bringing about a separation. Later, Knight nearly performed the coveted "hat trick" and he finished up with a splendid analysis.

NORTHERNERS' GALLANT STAND

Contrary to expectations, rain fell again overnight and drizzles continued in the morning. As far as could be seen, however, the wicket preserved well but, when the roller was applied shortly after half past ten, it appeared to be rather wet on top. The rain does not appear to have been altogether unwelcome. Shanghai were of the opinion that they had a good chance against Malaya's comparatively big score of 233 in the 1st innings; and some of the Malaya men had spoken of hardness on their feet.

A north-east wind helped to dry the ground and the sun peeped out from behind the clouds just before the recommencement at 10.55 a.m. Would it be a sun-drying pitch, one asked?

THE PLAY DESCRIBED

Following the Malayan team, led by Bradwell, on to the field, Marshall (16) and Pat Madar (6), not out for Shanghai when stumps were drawn on Tuesday, went out to bat, the score being 79 for two wickets.

Sawdust was applied for the bowlers to get a firm foothold and Jansen—for the first time from the Naval Yard end—was given the ball. Marshall played him very carefully and put the fifth ball towards square leg, just out of reach of Wynch. The batsmen ran 2, sending the 80 up.

Bostock Hill was transferred to the Law Courts' end. With his first ball, he dismissed Madar, leg before wicket. Madar had been out for his overnight score of 6—81 runs for 3 wickets.

DONALD LEACH APPLAUDED
Donald Leach, the Shanghai skipper and one of the best all-rounders who have invaded Hong Kong, was applauded on going in to fill the vacancy. He watched the ball, from Bostock Hill, right on to his bat, and played out the over.

Without any addition to the score, Leach saw Marshall dismissed, also leg-before-wicket. The latter succumbed to the first ball of Jansen's second over—81 for four.

Although never quite at home and beaten more than once, Marshall made a few sound scoring strokes and was batting five minutes short of an hour, being together with Madar during the closing stages in bad light on Tuesday, to sustain the carry forward until to-day.

In next, Howard played back to Jansen, who was getting some work on the ball, and occasionally sending one down well to the off. Jansen's over was a maiden and so was his next. In between, Leach played a maiden over from Bostock Hill.

POWERFUL STROKE

In the slow bowler's third over, however, Leach opened his account with a crisp square cut to the boundary. The stroke had plenty of power, behind it and the placing was neat.

Malaya's fielding was very keen and the bowlers were better than they have been in the first day. In Jansen's fourth over, Howard opened his account with a short, on-drive which only produced a

BRITISH COTTON WAR BEING PLANNED

MASS ATTACK BY LANCASHIRE ON FOREIGN MARKETS

CO-OPERATIVE SELLING

London, Yesterday.
It is announced in Manchester that a plan for a cotton "mass attack" on foreign markets has been evolved by Lancashire business men and workers, and is expected to be launched this month.

The announcement follows several months of conferring in all branches of the industry, and the working out of a scheme whereby Lancashire, at present unable to do so, may compete with foreigners. Simultaneously another scheme is being evolved for co-operative selling and distributing throughout the world.—Reuter.

In all. The rate of scoring for this morning's play was a run a minute.

Bostock Hill had bowled unchanged from the Law Courts end for an hour and he was now relieved by Knight who bowled Leach with a leg break with his first ball! Five wickets for 143 runs.

DANGER OF COLLAPSE

In an hour, Leach contributed 44, including seven fours. It was a delightfully entertaining innings on the Shanghai captain's part and much needed when there was danger of a collapse. He scored freely on both sides of the wickets after sound defensive play and he outwitted both bowler and field with guile.

In next, Dr. O'Hara scored two singles. Meantime Howard opened his shoulders. By on-driving Jansen for four, he reached 26 but he paid the penalty. Driving Knight to the public stand, he gave a high catch to Gibson who, running back, was safe—155 runs for six wickets.

VALUABLE INNINGS

Hitting three fours, Howard collected a very useful 26 in an hour and he helped to see the score along from 81 to 155. His partnership with Leach produced 62 runs. He suffered by comparison with his captain, of course, but his was a valuable innings.

Partnering O'Hara; Orr was aggressive from the start and the 160 arrived after 160 minutes' play.

Hitting two fours, Orr fell to an excellent catch at second slip by Bradwell, off Knight, giving the latter his third wicket—174 runs for seven wickets. Orr had gone in for some hard hitting, one of his shots reaching the north-east corner of the ground.

O'HARA AGGRESSIVE

O'Hara let out at everything loosely pitched up and had attained to double figures before Rawshorne went in; the latter smote out valiantly and the 180 was hoisted at 12.25 p.m. The innings had lasted 175 minutes and 100 runs had been added in 90 minutes' play to-day.

RAWTHORNE STUMPED

At 184, Bostock Hill was put out at the Dockyard Yard end once more, taking the place of Jansen who had not done so well in his second attempt with the ball as in the first when play was resumed. In Knight's next over, Rawthorne played a full toss on to his wicket, and the off stump was uprooted. 185-8-9.

"Torry" Wilson was out first ball. He asked Knight, and the over-secure and foot-kooty Gibson ran in from the country to bring off a fine catch. This was the first "duck" of the match. 185-9-0.

Knight nearly performed the "hat trick" with a ball which nearly dismissed Dr. O'Hara.

THE LAST WICKET

Barnes was last man in. O'Hara hit a short one to cover, ran and turned back. Warning who had done good work in the field—gathered the ball, and returned it smartly to Wong, the stumper, who ran the doctor out. O'Hara made 14 and Barnes 0, not out.

Totalling 185 in 190 minutes (the 105 to-day were made in 1 1/4 hours), Shanghai were slowest towards the close on Tuesday and at the disastrous beginning this morning. Stokes stood out, and Leach was the hero of his side. Howard came off, and both Simpson and Marshall rendered yeoman service.

(Continued on Page 9.)

LOCAL PAPER AND LIBEL ACTION

"DAILY PRESS" TO PAY \$3,000 DAMAGES

FULL SETTLEMENT

OUTCOME OF AN ARTICLE ON "HIGH LIFE ON LOW PAY"

The libel action brought by Inspector F. W. Shaftain of the Hong Kong Police Force, against the "Hong Kong Daily Press," and Mr. D. J. Evans, printer and publisher, in connection with an article published in that newspaper on August 24, 1929, under the headings: "Baffling Mystery of the Orient," "A Bewildered Traveller—Stories of High Life on Low Pay," came before His Lordship the Chief Justice, (Sir Henry Gollan, Kt.,

SLAVE RAIDERS

Gang Said To Be Active In Colony

London, Yesterday.
In the House of Commons to-day Mr. William Lunn (Lab. Rotherwell) told a questioner that the Government had requested the Governor of Hong Kong to furnish a report regarding the alleged discovery of a gang of slave raiders in Hong Kong whose operations extended to China and who secure children for sale in Hong Kong. Mr. Lunn said he was also enquiring from the Governor of Malaya in order to satisfy himself that the system of Mui Tsai prevailing there involves nothing in the nature of slavery. A white paper had been issued embodying correspondence on the subject of Mui Tsai in Hong Kong.

Mr. Lunn, replying to a question on the white paper, drew attention to a letter from the Governor of Hong Kong stating that the leaders of the Chinese community had given their assurance that the number of cases was diminishing. Mr. Lunn assumed that with the new measures to be introduced, definite figures would be forthcoming.—Reuter.

COAL OWNERS AND GOVERNMENT

REFUSAL TO ATTEND JOINT CONFERENCE

MINERS PRESS THEIR CLAIMS

London, Yesterday.
When the miners' executive arrived at the Ministry of Health this afternoon for a joint conference called by the Government, no representatives of the coal owners were present. It was learned that they had decided to decline the Government's invitation because they were not prepared to negotiate on a National basis of wages conditions and a reduction of hours without a reduction of wages. The miners intimated their readiness to proceed with the conference and pressed the whole of their demands on the Government.—Reuter.

The Reason
Rugby, Yesterday.
Mr. Evan Williams has informed Mr. William Graham, President of the Board of Trade, that the reason for the owners' refusal is that the Association cannot deal with the wages questions, which are a matter for district organisation.—British Wireless Service.

they had any intention of referring to plaintiff.

The statement also claim that at the date of the printing and publishing plaintiff was wholly unknown to defendants. They bore no malice against him and they had no reason for bearing malice.

Defendants now recognised that the words were capable of being read as applying to plaintiff and they expressed their deep regret that the words should be so.

Further, defendants admitted that there was not the slightest foundation for the words or the meaning capable of being attached to them, and consequently on September 11, 1929, they published in the "Hong Kong Daily Press" an apology to plaintiff and a further apology was published on September 27.

AN APOLOGY

Defendants had offered any further or wider publication of their apology which plaintiff might desire; an immediate and full indemnity against any costs occasioned by him; and to make the most generous retraction and apology in open Court at the earliest date available.

They had repeated and emphasised in letters to plaintiff's solicitors their sincere regret and sorrow at the pain caused to plaintiff, and, in the statement of defence, they repeated their apologies, and expressed their most sincere regret that they ever printed and published the words and, without any reservation whatsoever, they withdrew every possible imputation which might have been or possibly could have been read into the words, which were never intended to apply to plaintiff.

The statement concluded by saying that defendants jointly brought into Court the sum of \$1,000 which, together with the apologies, should satisfy plaintiff's claim.

In announcing to His Lordship that the case had been settled, Mr. Sheldon said the settlement was very satisfactory for two reasons: (1) because litigation had ended, (2) because by the settlement which had been arrived at in a friendly manner, there would be no unhappy feeling between those two very important bodies, the Police and the Press.

It was essential, in every community, said counsel, and especially in a very small place like Hong Kong, that the Police and the Press should work together and have between them a real and mutual understanding, and he thought that the settlement of the action would not impair in any way that understanding which had existed between those two bodies up to the present time.

"DINKY"
Counsel then dealt with the article complained of. He said he thought it was admitted on all sides that the article was extremely unfortunate and what was perhaps more unfortunate still, was that the legendary figure referred to was a Sub-Inspector of the Police Force who seldom appeared in uniform and who owned a car, which was referred to as "bright, coloured" and "dinky." That could refer to one person only, namely, plaintiff.

On the morning of the publication of the article, Mr. brother officers informed Inspector Shaftain that they acted maliciously or that

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COLONY'S ROADS LIKE GLASS

PRISON VANS SKIDS & KNOCKS DOWN BOY

PARALYSIS OF TRAFFIC

A traffic jam of rather serious proportions occurred yesterday in the Western district, as a result of the thin drizzle that fell for the most part of the day. The slippery condition of the wet portion of the Pokfulam Road in the vicinity of No. 7 Police Station and St. Peter's Church, rendered it impossible for traffic to proceed from Pokfulam.

Motor vehicles belonging to the Aberdeen Kai Fong Motor Bus & Transportation Co., Ltd., in endeavouring to continue their scheduled run, slipped and skidded over the surface of the road near the Police Station.

Traffic Held Up
Eventually, the condition of the road made it impossible for heavy traffic of any description to proceed. Six or seven vehicles on the Aberdeen run were held up, and other lighter traffic proceeded very cautiously.

The prison van or "Black Maria" of the Police force, in attempting to pass over this portion of the road, skidded, and unfortunately in so doing knocked down a Chinese lad, injuring him in the head.

He was removed to the Government Civil Hospital, where we are informed, he had twenty stitches sewn into his wound.

A complete paralysis of traffic continued for some time, but later in the day conditions improved, and normality was restored.

In an attempt to give the road a better surface, a motor bus from Aberdeen threw a cart load of sand over the route, but this had small effect.

TO BE STARVED OUT

New Tactics Against the Kuominchun

Hankow, Yesterday.
Travellers from the North state that National troops are constructing extensive defences immediately to the west of the railway at Hsuehchow, in the vicinity of which the Generalissimo has established temporary headquarters.

It is stated that it is expected that a general offensive will not be launched by the Government troops, as it is intended to endeavour to starve out the Kuominchun, since their food supplies are supposed to be very meagre.

The wounded are arriving at Hsuehchow and Chengchow from the fighting fronts, mostly bayoneted, and this is taken as an indication by Government circles that the enemy are also short of ammunition.

Chang Chih-chang left for Hsuehchow from here to-day to interview the Generalissimo.

The situation on the Han River continues quiet, the respective positions being maintained.—Reuter.

To Attack Rebels

Hankow, Yesterday.
President Chiang arrived at Chungking on Nov. 3. All the air squadrons are ordered to concentrate at Hsuehchow to assist in the attack on the rebels.

An aerodrome has been erected by the Aviation Department at Yencheng from which all 'planes will be here after despatched under the command of General Koo Choh-tin.

Kaifeng, Yesterday.
The battle between the troops of General Sun Liang-cheng and the 5th National Army Route is still raging along the East of Loyang. Owing to the shortage of ammunition, the Kuominchun were compelled to use bayonet charges, thus suffering heavy casualties, while the National troops having better supplies are pushing forward towards the west of Loyang.

National Victory

Nanking, Yesterday.
The victory of the National troops at Heilinkwan, Yen-shu Lin-yue and Taikindin is due to the fact that the Kuominchun were lacking ammunition and food supplies.

Chengchow, Yesterday.
After a conference held at Hsuehchow, President Chiang instructed that all forces at the front are to be under the control of General Tang Seng-chi.

By order of General Tang, General Liu Hing-sha is to push forward from Kun-shien and Yen-shu, General Yang Kit, from Lin-yue, while the troops of General Liu Chen-wah are transferred to Sun-cheng, leaving those of General Hsueh Sik-fai, Wong Chun, and Ma Hung-kwei to defend the Lung-Nai and Ping-Hua Lines.

The number of Nanking forces not having been transferred to the battle area is 100,000 strong.

TRAGIC AIR CRASH

'PLANE WRECKED ON SURREY HILLS

SIX KILLED

WOUNDED PRINCE'S DASH TO 'PHONE

Rugby, Yesterday.
Six persons were burned to death when an air liner of the Germany Lufthansa Company crashed in flames at Marden Park, Surrey, to-day. There were eight persons aboard—four passengers and a crew of four. Two persons escaped with injuries.

The dead are:
Schinka, first pilot;
Ulrich, mechanic;
Niklas, wireless operator;
Mr. D. L. Jones, passenger to Amsterdam;
Mr. G. Milne; Mr. H. S. Gasper, passengers to Berlin.

THE INJURED

The injured are:
Prince von Schaumburg-Lippe, second pilot.
Lieutenant-Commander Glen Kidston, passenger.

The machine left Croydon this morning at about 9.45 for Amsterdam. Dense fog and low clouds over the Surrey Hills are believed to have caused the disaster.

When flying at nearly 100 miles per hour the pilot apparently misjudged the height of the trees, on Foster Down and crashed. The wings hung suspended on top of the trees but the fuselage crashed through to the ground below.

There was a loud explosion and the fuselage, with the passengers trapped inside, burst into flames.

PRINCE CRAWLS OUT

Prince von Schaumburg Lippe crawled from the wreckage and, with blood streaming from his face and hands, went to a cottage nearby. He staggered in English "Have you a telephone?" There being no telephone at the cottage, the Prince rushed to the nearest telephone to communicate with Croydon.

Lieutenant-Commander Kidston jumped clear as the 'plane came down. He tried to get the other passengers out but was driven back by the flames. He was taken by car to the cottage hospital at Caterham.

Before this, however, he also pluckily insisted upon telephoning the news of the disaster to Croydon. The Secretary for Air has sent the following message to the German Minister of Transport: "The Air Council have heard with regret of the accident to the Lufthansa air liner D908, en route from Croydon to Amsterdam, and the loss of life involved."—British Wireless Service.

CAUSED BY FOG

London, Yesterday.
Seven people were killed in a crash at Marden, Surrey, in a German air-liner leaving from Croydon this morning.

Later.
The German air-liner was bound to Amsterdam and Berlin. She crashed in flames at Marden Park.

Four passengers and four of the crew were killed.

The two survivors are Prince Ernst of Schaumburg Lippe, who is injured, and Commander Glen Kidston, R.N., the famous racing motorist, with slight cuts.

It is believed the 'plane crashed into a hillside owing to a fog. The victims were incinerated.—Reuter.

STOP PRESS

Monday, To-day.
A leading article in the "Times" says that the decision of the British Parliament to resume relations with Russia closes a dark page in the history of both countries. The Soviet public sincerely greets the new British attitude and welcomes the new Soviet prospect.—Reuter.

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From Hong Kong.

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SHINYO MARU	Wednesday, 27th November.
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SHIDZUKA MARU	Monday, 2nd December.
YOKOHAMA MARU	Monday, 16th December.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
ATSUTA MARU	Saturday, 16th November.
KASHIMA MARU	Saturday, 30th November.
SYDNEY & MELBOURNE via Manila & Ports.	
KAGA MARU	Wednesday, 20th November.
TANGO MARU	Wednesday, 25th December.
BOMBAY via Singapore, Penang, & Colombo.	
TAMBA MARU	Thursday, 14th November.
TOKIWA MARU	Wednesday, 27th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANYO MARU	Sunday, 22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
WAKASA MARU	Friday, 8th December.
NEW YORK, BOSTON via Panama.	
↑ TSUYAMA MARU	Friday, 8th November.
↑ ASUKA MARU	Wednesday, 20th November.
LIVERPOOL via Port Said, Constantinople, Genoa.	
↑ TOYOOKA MARU	Friday, 15th November.
CALCUTTA via Singapore, Penang & Rangoon.	
↑ BENGAL MARU	Tuesday, 12th November.
↑ MALACCA MARU	Saturday, 16th November.
SHANGHAI, KOBE & YOKOHAMA.	
SUWA MARU	Monday, 11th November.
↑ TOTTORI MARU	Sunday, 17th November.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore Colombo, Suez and Port Said.	
ANDES MARU	Wednesday, 11th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	
BUENOS AIRES MARU	Friday, 22nd November.
BOMBAY—via Singapore & Colombo.	
SHINNOH MARU	Wednesday, 20th November.
(Cable to Karachi).	
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOZAMBIQUE—via Singapore & Colombo.	
CANADA MARU	Monday, 2nd December.
CALCUTTA—via Singapore, Penang & Rangoon.	
KASADO MARU	Monday, 18th November.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports from Shanghai.	
ARIZONA MARU (From Shanghai)	Monday, 25th November.
MELBOURNE—via Manila, Brisbane & Sydney.	
HIMALAYA MARU	Friday, 8th November.
HAIPHONG—via Hanoi & Peking.	
MENADO MARU	Thursday, 14th Nov., 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.	
JAPAN PORTS	
INDIA MARU	Thursday, 7th November.
TACOMA MARU	Sunday, 24th November.
KEELUNG—via Swatow & Amoy.	
CANTON MARU	Sunday, 10th November, Noon.
HOZAN MARU	Sunday, 17th November, Noon.
TAKAO—via Swatow & Amoy.	
TAKAO & KEELUNG.	
SOURABAYA MARU	Sunday, 10th November.
For further particulars please apply to— OSAKA SHOSEN KAISHA. Tel. Central No. 4088, 4089, 4090. M. TASEUCHI, Manager.	

**SHIPPING SECTION.****REGISTRATION PROBLEM**

EVADING THE OPPRESSION OF THE TAX-GATHERER

OWNERS' WORRIES

WHY ARGENTINA CANNOT HAVE A MERCHANT NAVY

The cry of the majority of the peoples of the world to-day, says "Syren," is against the crushing burden of taxation which has to be borne. Their own Governments squeeze them as much as they dare, and then turn to foreigners for the rest of the revenue they require. And among the communities thus afflicted in many countries one of the worst of that section of the trading populace which deals with shipping. In our own country matters are not, perhaps, as bad as they might be; they are bad enough, but at least our shipowners manage to struggle along, protesting but still existing. In the United States the Government takes away with one hand what it gives with the other, so that all its efforts to develop a national mercantile marine seem fated to end in fiasco, and many American owners evade the oppression of the tax-gatherer by chartering foreign vessels or registering their ships abroad and leaving them in the managerial hands of a foreign subsidiary. Norway affords another example, and one of the most prominent of Norwegian owners—Mr. Wilhelm Wilhelmson—has exhausted his patience and is registering his new vessels, as they are built under the flag of Panama, a small country which is not cursed with over many regulations. Now we learn that in Argentina a similar state of affairs is to be found. The "Times of Argentina" states: "What he describes as the enormous expense connected with crews, the exigencies of the Prefecture, fiscal taxation, and the demands of labour unions, have induced an Argentine owner, Sr. Epifanio Mora Olmeda, to change the registry of his s.s. 'San Luis' from Argentina to Honduras. Recently the 'San Luis,' which is of 692 tons gross, sailed from Argentine ports for Santos with general cargo, but being her last trip under the national flag. The vessel in herself is not of sufficient importance to merit more than casual mention, but this cannot be said of the underlying motives which caused her owner to haul down the flag of his country and substitute for it another. The matter is grave, as are also the charges laid against all and sundry of Sr. Olmeda, who explains in a few words that the conditions under which shipping labourers in Argentina preclude the possibility of a nation's registering its marine. Coming as it does on the heels of a plea by a national deputy for State aid for local shipping, the trifling fact attains a significance beyond all relation to its intrinsic value, for it demonstrates the practical impossibility of Argentina achieving a merchant marine of her own."

"Apart from the fiscal taxes," our contemporary continues, "there is the question of trade unions with which an owner has to contend in this part of the world. If we had anything of a merchant marine it would be the most-staffed in the world, for not even Australia requires more men for the most trivial jobs aboard ship than Argentina, a result brought about by the manifold strikes and subversive movements which have not had the remotest of Argentina's man's lot as their aim, but merely the placing of the greatest number of men on board the ships. In this country the unions start from the angle of the employers as the natural enemy of the working-man. Badgered on all sides by苛捐杂税, taxes, by Prefecture demands and by Union impositions, the owner of the 'San Luis' has adopted the only possible course, that of changing his registry and thus escaping both excessive taxation and Union demands. It is not a practice that one would wish to see developed, for it is both unpatriotic and prejudicial to the State; but it is impossible to see the alternative from the owner's point of view. Most modern countries further the building up of a national merchant service by all means in their power, and in the wake of ships come shipbuilding, employment for certain numbers of men, and benefit for the national coffers. But in Argentina this reverse seems to be the case, it being obvious that with the present laws, rules, ordinances, etc., from the State side, plus the impositions of the men on the other, any ships able to change their registry will eventually do so, to the detriment not only of the State but of the men who will also as eventually be replaced by other and less exacting personnel." With so many instances being brought to light, one is tempted to quote the fable of the goose which laid golden eggs, for the benefit of the Governments concerned.

MOVEMENTS OF STEAMERS

The s.s. "British Prince" from New York sailed from Shanghai on November 6, and is expected to arrive here on November 8.
The C.P.S. R.M.S. "Empress of Asia" arrived at Kobe on November 6 (Wed.) at 1 p.m., left Kobe on November 6 (Wed.) at 8 p.m., and is due at Yokohama on November 8 (Fri.) at 6 a.m. She leaves Yokohama on November 8 (Sat.) at noon.
The Dollar Liner, "President Taft" is due to sail from Shanghai tomorrow and will arrive at this port at 6 a.m. on Saturday, November 9. This steamer will sail the same day at 6 p.m. for Manila.
The American Mail Liner, "President Jackson" is scheduled to leave Manila on Saturday, November 9, at 4 p.m. and is due back at Hong Kong on Monday, November 11, at 7 a.m. She will leave Hong Kong on November 12 at 8 a.m. for Victoria and Seattle, via Shanghai and Japan.
The Dollar Liner "President Monroe" from San Francisco on October 16, is due in Kobe tomorrow and will leave for Shanghai on November 11, arriving there on November 11. She will sail from Shanghai on November 13 and will arrive at Hong Kong at 7 a.m. on November 16.
The American Mail Liner "President McKinley" from San Francisco on October 25, is scheduled to arrive here on November 18.

CHINESE SHIPPING SHORTAGE

FOREIGN LINES COLLECTING INCREASED FREIGHT RATES

MERCHANTS AFFECTED

The scarcity of tonnage is causing no little concern in Chinese circles and local merchants are already feeling the pinch.
China's shipping industry has been crippled through constant commandeering of native-owned vessels and the sinking of others. Services have been discontinued and merchants in Shanghai are finding it impossible to despatch their goods to other ports, whilst those in the interior and on the coast are facing equal difficulties in trying to ship their wares to Shanghai.
At the present time, we learn from the Chinese press, there are no fewer than 100 vessels commandeered for the transportation of troops, in spite of a recent order of the National Government that they should be returned at once to their owners. Only

Shipbuilders Admit They Paid Shearer



Homer L. Ferguson (left), president of the Newport News Shipbuilding Co., and Frederick D. Tilden, vice-president of the same concern, before the Senate investigating committee that they employed William B. Shearer more than a year after the Geneva Armsament Conference. The ante in this case was \$6,000.

five vessels which were seized some time ago have so far been returned and the Government has failed to pay anything in the way of "charter fees," as promised.

Services Suspended
Dealing with the tonnage scarcity question, the "Shunpao" says that, as a result of the various Chinese shipping honks suspending their Yangtze services, foreign firms have increased their freight rates for Hankow by 25 per cent., whilst, for goods shipped to Hunan, a freight rate of 55 per cent. over the usual, is being collected. Such charges are far in excess of any that have been charged in the past. The same journal says that the British and French shipping companies are negotiating for an increase in the transportation charges for Chinese silk shipped to Europe, which, of course, will tend to affect the silk industry, though, in this respect, Chinese shippers will not be hit.

Cargo Bottling up North
Continuing the "Shunpao" says that, because of the suspension of the Chinese shipping services between Shanghai and Manchurian ports, large quantities of flour, soya beans, etc., are lying rotting at Newchwang, and Antung awaiting shipment. British and Japanese firms are taking advantage of China's weakness in this respect so they have placed more vessels on service and, during the past few weeks, over 200,000 bags of flour have been brought to Shanghai by the China Navigation steamers alone.
Whilst on the question of China's vessels being placed on military service, it is interesting to know that General Chiang Kai-shek has telegraphed to Chao Tsi-chiao, Tih-chiao, director-general of the China Merchants S.S. Co., extolling him for placing the company's vessels at the disposal of the Government for the transportation of troops and mentioning that he has seen the Government troops have been mobilised, these vessels will be released.

CONSIGNEES' NOTICES

Consignees of cargo ex M.V. "Malaya" are reminded to take delivery of their goods which will be subject to rent after November 8.
Consignees of cargo ex s.s. "Benetich" are reminded to take delivery of their goods which will be subject to rent after November 12.
Consignees of cargo ex s.s. "Venezia-L" are reminded to take delivery of their goods which will be subject to rent after November 12.

A CAPTAIN OF THE OLD SCHOOL

DEATH OF CAPT. CHAS. JONES IN NURSING HOME

FORMERLY ON CHINA RUN

The death is announced in a nursing home at Paignton, Devonshire, of Captain Charles Jones, a well-known Liverpool shipmaster, who had spent many years in command on the China coast. The deceased gentleman, who was in his 67th year, retired from active sea service about 4½ years ago, on his return from China, owing to ill-health, and went to settle at Paignton. He entered a nursing home and underwent an operation for appendicitis, from which, unfortunately, he never recovered, and the interment took place at Paignton Cemetery.
He was the youngest son of the late Captain Robert Jones, of Liverpool, who commanded some of the fine sailing ships of the early days, notably the "Norseman," and the son, following in the footsteps of the father, was bound as apprentice to Captain Sherwin, of Liverpool, and served his time on the barque "Primer". After passing for second officer he joined Messrs. Frederick Leyland and Co., and served as a junior officer in the steamer "Darien," but finding promotion slow he decided to go East, and being at that time a member of the Mercantile Marine Service Association, he

WORLD'S GREATEST TRAVEL SYSTEM

GO THIS WAY TO EUROPE

The largest and fastest ships on the Pacific speed you to

Victoria and Vancouver...

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a stop-over at Toronto, with a trip across Lake Ontario to Niagara Falls... after that,

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November 16th, 1929.

CANADIAN PACIFIC STEAMSHIPS
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BRITISH WUCHOW LINE

NOVEMBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 1.30 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter.]

NOVEMBER.

SUN. 10th WED. 20th

FRI. 15th MON. 25th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

NOVEMBER.

TUES. 12th FRI. 22nd

SUN. 17th WED. 27th

For information apply to

KWONG WING CO., Ltd.
11, Cantonment Road West,
Phone: Central 893.

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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

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S.S. "CITY OF MELBOURNE" London, Rotterdam, Amsterdam & Hamburg 9th November.

NEW YORK, BOSTON, & BALTIMORE... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF WINNEPEG"..... via Suez Canal 3rd December.

S.S. "URBINO"..... via Suez Canal 31st December.

ALSO AGENTS FOR:

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE..... AMERICAN & ORIENTAL LINE

S.S. "COMLIEBANK"..... 27th November.

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINKOW"..... 28th November.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
*KIDDERPORE	5,334	19th Nov.	Straits, Colombo & Bombay.
*KASHGAR	9,005	23rd Nov.	Marseilles, London, Hull, Hamburg Rotterdam & Antwerp.
RAWALPINDI	16,619	7th Dec.	Bombay, Marseilles & London.

* Cargo only. † Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIRALA	7,841	19th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Nov.	Singapore, Penang & Calcutta.
TAKLIWA	7,036	13th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,006	22nd Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	31st Dec.	Singapore, Penang & Calcutta.
TAKADA	6,949	19th Jan.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	29th Nov.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,509	3rd Jan.	Townsville, Brisbane, Sydney &
NELLORE	3,963	31st Jan.	Melbourne.

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolambuan, Tawao, Timor, Darwin, or other ports en route as in-
dicament offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAWALPINDI	16,619	8th Nov.	Shanghai, Kobe & Yokohama.
*ALIPORE	5,273	12th Nov.	Moji & Kobe.
*LAHORE	5,304	12th Nov.	Shanghai, Moji, Kobe & Yokohama.
TAKLIWA	7,036	17th Nov.	Moji, Kobe & Osaka.
KHYBER	9,114	21st Nov.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,580	23rd Nov.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	1st Dec.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	10,568	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
*JAYPORE	6,318	9th Dec.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	10th Dec.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,509	10th Dec.	Moji, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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Passengers for Rangoon must defray their own Hotel expenses at
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All Cabins are fitted with Electric Fans free of charge.

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Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

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P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

HONG KONG AND MACAO LINE

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Daily Sailing from Hong Kong at 2.00 p.m.

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Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

100, Connaught Road, Hong Kong. Tel. C. 6061.

CHINA AND FOREIGN SOVEREIGNTY

QUESTION DISCUSSED AT
PACIFIC CONFERENCE

LEGAL BASIS OF SHANGHAI

Kyoto, Yesterday.
The Shanghai subject was
under discussion at an important
round-table talk to-day. At the
outset the legal point was made
clear that there was no doubt if
extrajudicially went, the present govern-
ment of the Settlements ipso facto
would end.

Two proposals were discussed,
firstly, there should be a gradual
increase in Chinese participation
in municipal control, cumulative
until there would be full Chinese
control.

The Chinese delegates said this
would not be acceptable to them
because, in the interim, foreign
sovereignty would remain.

Secondly, the proposal was that
negotiations might be begun soon
for the establishment of a new
legal basis for the city, reflecting
Chinese sovereignty. The idea
was that the basis would be a
charter freely granted by the
Chinese Government, somewhat on
the lines of the Hanseatic cities
in olden times. The change would
not necessarily involve the taking
of the administration from for-
eign hands immediately.

It was suggested that the ex-
tent of foreign participation in
the government of the city might
be defined in a charter given by
China.

Leading Questions
Chinese finances formed the
subject of another round-table.
It was generally agreed that huge
expenditures on armies were the
root of Chinese financial difficulty.
It was pointed out that China
could not disarm without money,
and could not get money without
disarming.

The opinion was general that a
big foreign loan was impossible
under present conditions, but
lending might be done on a small
scale for specific and desirable
objects.

At a round-table on the Sino-
Russian dispute it was disclosed
that there was an impasse as re-
gards a basis for negotiations.
Moscow still wanted the status
quo restored. At first the Chi-
nese said this could not be conceded,
because the status quo would in-
volve restoring the arbitrary
powers of the Russian general
manager during the main negotia-
tions.

China wants the negotiations to
be by two stages: First, to decide
what will be the powers of the
general manager; and after that
is settled, second, to negotiate a
general agreement for the faith-
ful carrying out by both sides of
the 1924 Treaty.—Reuter.

RICSHA RIOTS

Four Men Sentenced to
Death

Peking, Yesterday.
Four men found guilty by a
military court of instigating rick-
sha riots here recently were shot
outside the Temple of Heaven this
morning, by order of the local
military authorities, who claim
that the men confessed their
crime.

Tremendous crowds followed the
condemned men, and watched
their execution.

The tram service is still not
running, as the company has no
funds to repair the damaged cars.
—Reuter.

JEWISH MURDERS

Another Arab Sentenced
To Death

Jerusalem, Yesterday.
Another Arab has been sentenced
to death in connection with the
affray at Safed. Three of his co-
accused were acquitted. Nine
Jews charged with murder in con-
nection with the disturbances at
Haifa were released owing to lack
of evidence.

Three Jews were assaulted in the
old city last night.—Reuter.

AUSTRALIAN-ORIENTAL LINE, LTD.

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Excellent and Most Up-to-Date First and Second Class Passenger

Accommodation.

HONG KONG TO SHANGHAI—10th DAYS

Due Hong Kong

Due to Sail

TAIPING 10th November 1929

CHANGTE 14th December 1929

TAIPING 17th January 1930

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In Lots of not
less than
1/2-ton:
Delivered to
Peak District
(above Bowen
Road), \$23.00
per ton.
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Bowen Road
and Lower
Levels, \$21.00
per ton.
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THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENSIN.

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INDIA DEBATE

Discussions Remove All
Danger of Crisis

Rugby, Yesterday.
Interest in to-morrow's debate on
India in the House of Commons
has been lessened owing to the
full discussions of the subject in
the House of Lords last night,
which, according to the view ex-
pressed in the Lobbies of Parlia-
ment, has removed all danger of a
crisis.

The assurance given by Lord
Parnmore that the Viceroy's pro-
nouncement implies no change of
policy is said to have cleared the
air. It is now considered unlikely
that Sir John Simon or any other
members of the Statutory Commis-
sion on Indian Reforms will par-
ticipate in the Commons debate, and
rumours that the incident would
not close without one or more
resignations from that Commission
are entirely discounted.

The "Times" says that owing
largely to Sir John Simon's efforts,
members of the Commission will
continue their work without refer-
ence to events of the past week.—
British Wireless Service.

WARSHIPS IN PORT

British warships in port this morn-
ing were:—

Basin: "Tamar," "Cicala," "Storm-
cloud," "Bruce," and "Sirdar."

North Arm: "Serapis."

West Wall: "Berwick."

In Dock: "Hermes."

No. 7 Buoy: "Magnolia."

No. 9 Buoy: "Tarantula."

No. 10 Buoy: "Sterling."

No. 11 Buoy: "Sesoy."

No. 12 Buoy: "Thracian."

No. 13 Buoy: "Marathon."

Cosmopolitan Dock: "Somme."

Foreign Men of War

Italian gunboat: "Sebastiano Caboto."

French gunboat: "Argus."

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Italian gunboat: "Sebastiano Caboto."

French gunboat: "Argus."

CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLEBRO', LONDON,
STRAITS & MANILA.

The Steamship, "BENVOLICH"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns
of The Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
the 12th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 20th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
9th inst., at 10 a.m., by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by:

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 5th November, 1929.

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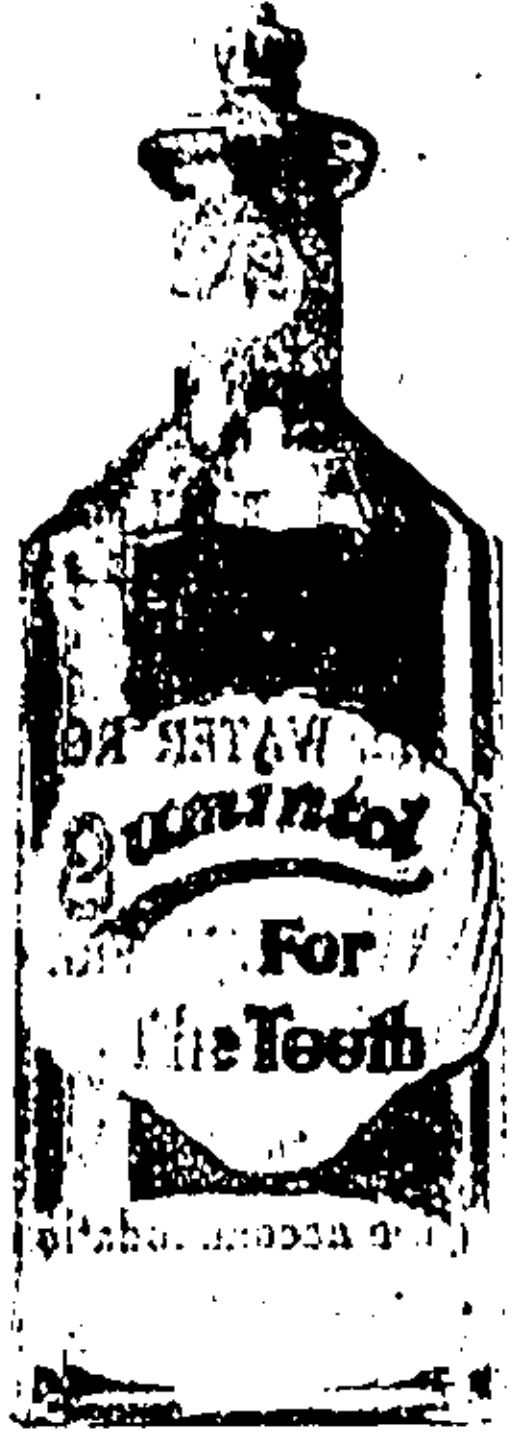
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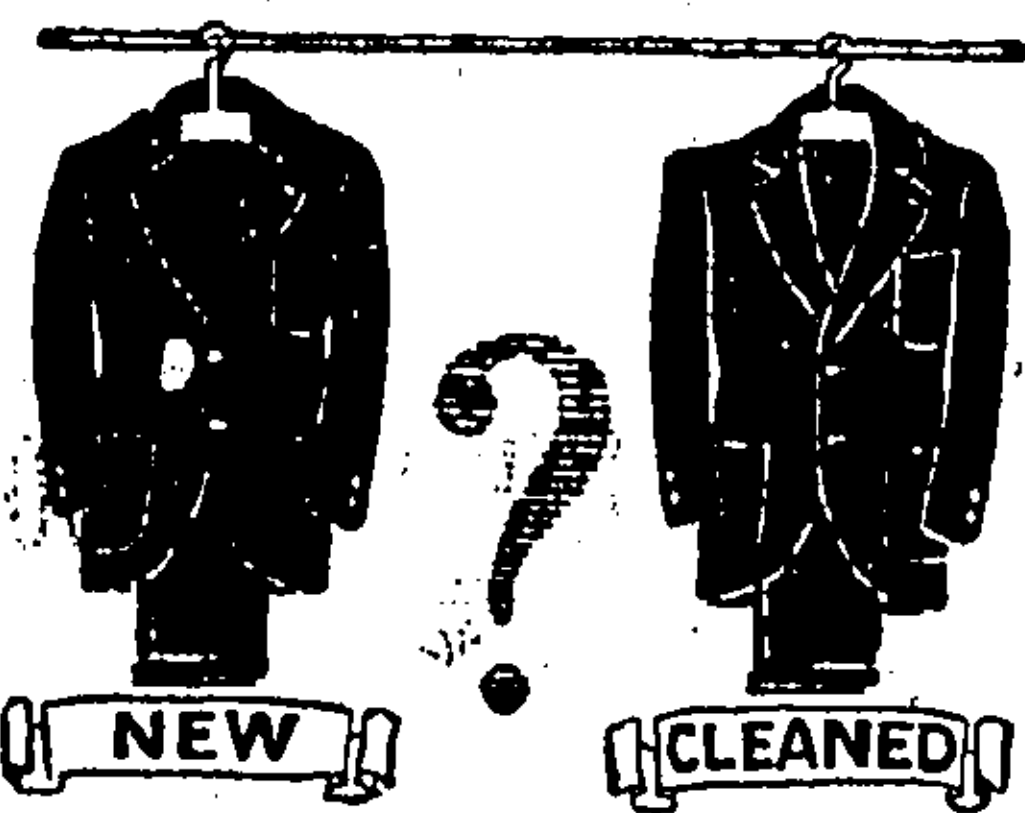
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THE FORMULA
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THE REGULAR
DAILY USE OF
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WILL DO MUCH
TO CHECK
BACTERIAL
GROWTH AND
ACTIVITY IN
THE MOUTH.
PREVENT
PYORRHEA
AND KEEP THE
TEETH SOUND
AND BEAUTI-
FUL.

A. S. WATSON & CO., LTD.
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\$75.00 \$3.25

(3 Piece Suit Dry Cleaned \$3.25)
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and now for you, Sir!

Which would you rather pay? Send
us your old winter suits to be

DRYCLEANED AND SAVE MONEY
THE MODERN DRY CLEANERS & DRYERS
THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: HONGKONG, T.S. K. 11, KOWLOON HOTEL, DEPT. 2.
HONGKONG HOTEL, (Victoria only). PENTAGON HOTEL, (Victoria only).
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STAR THEATRE

HELD OVER 2 MORE DAYS

In response to popular demand

RUTH

VAN

VALEY

REVUE

will extend their engagement playing
Saturday and Sunday, Nov. 9th & 10th.

IN ORDER TO GIVE THE KIDDIES
A CHANCE A SPECIAL MATINEE
WILL BE GIVEN ON SUNDAY AT
5.15 P.M.—SEND THE KIDDIES

Booking at Montre's and Star. Prices \$3, \$2, \$1.

\$1 BARGAINS

IN

EVERY

DEPARTMENT

All our goods have been reduced
to an exceptionally low figure
and must be cleared to make
room for New Season's Goods.

YEE SANG FAT CO.

the store that saves you money

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MEN'S UNDERWEAR

"MERIDIAN"

(REGISTERED)
INTERLOCK UNDERWEAR
A Perfect Fabric for Sensitive Skin
SOFT-ELASTIC-STRONG.



SEE THIS TRADE MARK
AND OUR NAME ON
EVERY GARMENT

THE MOST COMFORTABLE
FABRIC FOR UNDERWEAR
EVER INTRODUCED.

"MERIDIAN" UNDERWEAR.

This underwear is beautifully soft and owing to the
process of interlocking in manufacture is of much
greater strength than ordinary underwear.
Stocked in all sizes in light and medium weight in
Vest, Pants or Combination.

Prices from \$4.75 to \$10.50.

IDEAL FOR PRESENT WEAR.

MEN'S OUTFITTING DEPT.

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HONG KONG.

The China Mail.

(Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
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Overland China Mail.

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Hong Kong, Thursday, Nov. 7, 1929.

CLOTHES AND SEX

An effort to work out a
philosophy of clothes has very
properly engaged the attention
of the Congress for Sexual
Reform. Everyone knows that in
Nature the male animal is the
more dressy. In the civilised
human race alone the female puts
on the gay colours and advertis-
ing attire. Of this strange, un-
natural aberration the careful
analysis of Professor Flugel could
offer the congress no explanation.
He pointed out that for the first
thousand years of Christianity no
woman went décolletée. We re-
member Chaucer's assurance that
"modest women were wimpled
well," though at that time good
Queen Philippa, a model of dis-
cretion, was wearing gowns cut
as low as most women would ask
for in 1929. This grand dis-
covery of the low neck has, the
professor justly pointed out,
"guided women's dress ever
since." But he does not explain
why men have stubbornly refused
to follow the example.

The notable event in male cos-
tume is, as the professor says,
the great renunciation at the
beginning of the last century.
Then "man abandoned his claim
to be considered beautiful." Pro-
fessor Flugel does not elucidate
the cause, but he is very sure
about the consequences. The de-
cortative possibilities of frocks
and frills have produced a keener
sexual rivalry among women
than male hearts know. "The pro-
fessor's experience of human
nature seems to be a trifle in-
adequate. Men are less unlike
women than this theory allows."

The young human male is not de-
ficient in ambition to cut out his
fellows. But for the future the
professor desires greater ap-
proximation: "a combination of
the advantages of male and
female clothing": Millamant and
Mirabell in garb interchangeable
or epicene, until, as Henley wrote
long ago, we may "achieve that
female-male in which shall cul-
minate the race."

CIGARETTE SMOKING

America, the land of statistics,
has sent us some interesting
figures. In the year 1928 enough
cigarettes were smoked in the
United States to provide every
man, woman, and child with 856.
It is what might well be called
"big smoking." And we have to
consider that all "magnates" (as
they call them), "crooks and
cops," were smoking cigars, and
most heroes also, so that there
were a good many cigarettes left
for the women and children. It
is an average we British
cannot equal; yet we are still the
Second Power in the smoking
world, with Germany and Japan
as our nearest rivals.

Since Victorian gentlemen
smoked up the chimney the
tobacco cloud has spread very
far across the world. Wilde said
the cigarette was the perfect
type of pleasure since it stopped
just short of satisfaction, but
Ruskin complained that it "en-
abled a man to do nothing with-
out being ashamed of himself." Pipes
have associations with
sagacity and peace; cigars with
wealth; but cigarettes have none
more poetic than yellow fingers.
Ruskin was right in singling them
out as the symbols of shameless
accidie, for can a man who is keep-
ing a pipe alight be said to be
doing nothing?

NEWS IN BRIEF

A show of chrysanthemums will
be held at the Kwong Wah Garden
in Waterloo Road, Yau Ma Tei, for ten
days beginning to-morrow.

The Hon. Mr. E. D. C. Wolfe,
Inspector-General of Police, and
Mr. E. R. Hallifax, Secretary of
Chinese Affairs, returned to the
Colony to-day from Home leave by
the s.s. "Rawalpindi."

Last night a bold attempt was
made by a Chinese to rob Messrs.
Jack's Jewellery shop at 84, Queen's
Road Central. The shopmen were
preparing to close when some one
suddenly closed the shop door from
outside. He produced a glass cut-
ter and attempted to cut through
the plate glass window to get at
some jewellery. He was caught
red-handed by a European who hap-
pened to be at hand and handed
over to the Police.

A Chinese yesterday tried to
commit suicide by jumping off the
verandah of a flat in Shanghai
street. He was removed to the
Kowloon Hospital, but is not in a
serious condition.

A Chinese, who was charged with
cruelty to four young ducks, by
carrying them by their wings, ab-
sented himself from the Kowloon
Magistracy this morning and sub-
sequently had his bail of \$10
extracted.

As the result of a fall from the
roof of the new building of the
Kowloon Bus Company in Nathan
Road, where he was working yester-
day, Li Kam, aged 40 years,
sustained a fracture of the right
leg, and was taken to the Kowloon
Hospital.

Yesterday five robbers armed
with iron bars and other weapons
broke into the Tso Lam Tung
Chinese Rest House, in Chuk-yuen
village, Kowloon City, and robbed
23 Chinese women of all their prop-
erty. Booty was carried away to
the total value of \$187.50.

The Dollar Steamship Lines, Inc.,
Ltd., and the American Mail Line
announce that, effective immedi-
ately, the first class All Year Round
Trip fare Hong Kong to Manila
and return will be H.K.\$140.00.
Tickets will be good for three
months from date of issue.

The Tai Yau Motor Co. sued the
Yuen Tai firm yesterday at the
Summary Court before Mr. Justice
J. R. Wood for the recovery of
\$950, being the purchase price of
a motor lorry. The defendant firm
filed a counter-claim on the ground
that the lorry was not in good
running order. Mr. A. E. Hall ap-
peared for the plaintiffs and Mr.
D. L. Strellet for the defend-
ants. The case was adjourned.

A daring daylight robbery was
carried out by four armed men
yesterday in the Toi Shan Chinese
Merchants' Guild, 188, Des Vaux
Road Central, opposite the World
Theatre. The secretary, Mr. Wong
Yuet-chiu, and five others were
overpowered, bound, and gagged.
With keys taken from the secretary,
the gang rifled the safe, stealing a
deposit note for \$5,000, a ring worth
\$1,500, and a gold watch and chain,
and another ring and some cash,
worth \$100. The robbers made
good their escape.

BANQUET OF HEROES

V.C.'s to be Entertained
By Prince of Wales

Rugby, Yesterday.
Three hundred and nineteen
holders of the Victoria Cross, who
are being entertained at a banquet
in the House of Lords on Saturday
night by the Prince of Wales, who
will preside, will on Monday march
from Wellington Barracks to the
Cenotaph to take part in the
Armistice Day Service.
Several of the Prince's guests
have come from distant parts of
the Empire for the occasion, includ-
ing 35 from Canada. The last man
to receive the famous decoration
was the Indian soldier Subadar
Ishar Singh, who gained the V.C.
on the North-West frontier of
India in 1921.
He arrived in London yesterday,
having travelled part of the jour-
ney by the Indian Air Mail—
British Wireless Service.

OPIUM TRIAL

Case Against Mr. & Mrs.
Kao Ying

Nanking, Yesterday.
At the end of this morning's
session of the trial of Kao Ying,
Mrs. Kao Ying and Suen Foon,
Judge Chu Tsing-chow said that
judgment would be delivered on
Monday afternoon.
Previously, defending lawyers
had put up a brilliant fight for the
three accused, insisting that they
were merely innocent dupes of drug
smugglers, and asking the court to
declare them "not guilty." The
session lasted five hours.—Reuter.
[Verbatim reports are that
Mr. Liao En-tao, the Chinese
Minister to Cuba, has been recall-
ed by the Ministry of Foreign
Affairs and is expected in Shang-
hai shortly. The Ministry has
appointed Mr. Ling Ping as his
successor.]
Mr. Liao is alleged to be con-
nected with the "Prisco" Opium
Case, and is the father of Mrs.
Kao Ying.]

PRINCE MAX DEAD

Last Chancellor of the
Monarchy of the

Reims, Yesterday.
The death is announced of Prince
Max of Baden, the last Chancellor
in the monarchist regime.—Reu-
ter.

ARMISTICE DAY IN
THE COLONYCENOTAPH SERVICE TO BE
BROADCAST

The "China Mail" is officially
informed that His Majesty has
approved that the arrangements for
the observance of Armistice Day
should be on November 11 of the
same lines as last year. Permission
is also given for the broadcasting
of the Cenotaph service.

It is understood that the Very
Reverend the Dean of St. John's
Cathedral is prepared to have
Matins on November 11 at 9.45 a.m.
finishing at about 10.30 in order to
give ample time to all those attend-
ing the service at the Cathedral to
be in position near the Cenotaph
before the arrival of His Excellency
the Governor, and further, that the
Dean is proposing to communicate
direct with the various bodies who
generally apply for special repre-
sentation at the Cenotaph with a
view to allotting them a certain
number of seats at the Cathedral
service.

It is proposed to allot special
seats in the Cathedral to members
of the Executive and Legislative
Councils and to the Consular Body.
The arrangements for the Ceno-
taph were published in the "China
Mail" yesterday.

Ex-Active Service Men's
Dinner

In our advertisement columns is a re-
minder of the annual Armistice Day
dinner of ex-Active Service men on the
evening of November 11.

This year for the first time the Brit-
ish Legion are associating with the
Ex-Active Service Men's Association,
and the dinner is being run jointly by
these two organizations.

We understand that H.E. the Gov-
ernor, H.E. the General Officer Com-
manding the Troops, His Honour the
Chief Justice, the Hon. The Colonial
Secretary, together with many other
prominent persons, have signified their
intention of being present, and the
Committee anticipate that the numbers
attending will exceed those of previous
years.

END OF DIPLOMATIC
SCANDAL

BERLIN MINISTER PLACED ON
RETIRED LIST

MISSING DOCUMENT CASE

Rome, Yesterday.
Baroni Ambassador Angora has
been appointed to Germany in suc-
cession to Aldrovandi Marasotti,
who has been placed on the retired
list. Baron Aloisi, formerly at
Tokyo, has also been transferred.—
Reuter.

[The Italian Premier, Signor
Mussolini, recalled the Italian Am-
bassador to Berlin, Count Aldrovandi
Marasotti and the whole Embassy
staff owing to the mysterious dis-
appearance of a secret diplomatic
code from the Italian Embassy.]

WIRELESS IN CHINA

Plans For Offices
Throughout the Country

Canton, Yesterday.
In August last the wireless station
was placed under the bureau of com-
munications. The latter bureau has
now drawn up plans for all the wire-
less offices in the country.
The country will be divided into nine
districts, of which Canton will be the
headquarters of the 4th Bureau.
The three stations already existing
will be amalgamated into the 4th
Bureau. Mr. Chan Mau-tung will as-
sume charge and there will be three ex-
perts under him. One will be in
charge of sending and receiving, one
in charge of issuing messages, and
will direct the office workmen.
Mr. Chan announced his assumption
of office on the 1st of this month.—
Canton News Agency.

ROYAL DUTCH OIL

Meeting Unable to Adopt
Revolution

Amsterdam, Yesterday.
As the prescribed 75 per cent.
issued capital is not represented an
extraordinary meeting of the Royal
Dutch was unable to adopt any
resolution, and the meeting again
convened until Nov. 22.—Reuter.

[The Royal Dutch Petroleum
Company proposed to increase its
capital from 600,000,000 guilders to
1,000,000,000. In view of the neces-
sity of providing for a perpetual
strengthening of the firm's re-
sources.]
The directors proposed to scrap
the provision stipulating the pre-
scent consent of shareholders before
the lower bonds were placed in
order to give the Board greater
freedom to secure the necessary
funds at any given moment in the
manner they consider most desir-
able.]

PRAPS —

PRAPS NOT!

Robinson: I met my wife, in a
very funny way. I ran over her in
my car and later married her.
Brown: "If everybody had to do
that there wouldn't be so much
reckless driving."

A little boy entered a grocer's
shop and asked for a pennyworth of
salt.

A few minutes afterwards he
again came and asked for a penny-
worth of salt.

The assistant served him and
said nothing to him, but on his
reappearance a few minutes after-
wards for another pennyworth of
salt, he said: "My little man, what's
the matter with your ma that she
keeps wanting pennyworths of
salt?"

"Oh! It's not ma," the urchin
said, "It's father. He's set the
chimney on fire."

"Everybody in our family is some
kind of an animal," remarked
Tommy.

"What do you mean?" asked his
mother.

"Why, mother, you're a deer, you
know."

"Yes, Tom, and the baby is
mother's lamb."

"Well, I'm the kid; sister is a
chicken; aunt is a cat; cousin Kate
is a bird, and Uncle Jim is a
jackass; and little brother's a pig;
dad's the goat, an'—"

"That's enough, Thomas; you can
go out and play."

The Mexican horse-dealer was
looking very gloomy as he sat tied
up in the log prison where the
sheriff had caused him to be de-
posited.

There was another prisoner with
him, and they started a conversa-
tion.

"You're sure lookin' blue," said
the other. "What you gonna get—
a long stretch?"

"Wal," said the horse-stealer,
slowly. "I'm caught guessin'—I
didn't catch what the sheriff said,
but it was either that the animal I
stole was a 'mustang,' or else I was
a 'must ang'—an' it makes a lot of
difference!"

A certain actress, though married,
and long past her first youth, made
up so wonderfully that she looked no
older than eighteen.

A young man, who had often
watched her from the stalls, sought
out the stage-manager and asked for
an introduction to the lady.

"I'm sure she's as charming and
sweet off the stage as she is on," he
remarked.

"She's all that," agreed the man-
ager, coolly—so coolly that a
fearful suspicion flashed into the
youth's mind.

"I say, you—you're not her hus-
band, are you?" he stammered.

"No, oh, no," said the manager.
"I'm her son."

Pilson, the village grocer, and his
wife were on a visit to their son,
who was captain of the school foot-
ball team. The occasion was an
important match, and Pilson per-
suaded his parents to stay till
Monday.

The next morning (Sunday) the
boy accompanied his parents to
church, where Pilson, sen., disgust-
ed the congregation by joining in
the singing with a voice which al-
most drowned the organ.

Young Pilson was furious. After
church he said to his father: "Dad,
I do hope when you come again
you'll sing a bit lower. Everybody
was grinning at you."

"It's all right, my boy; it couldn't
be 'elped," said Pilson, sen. "You
see, if I hadn't 'ighered my voice
they'd 'a' eard your mother."

TEN YEARS AGO

[From the "China Mail,"
November 7, 1919.]

To-day's dollar is worth 4/6 15/10d.

When a fire call occurs, policemen
at outstations who belong to the
brigade have to pay their own trav-
elling expenses to the scene of the fire.
That is probably what the \$15 a month
is for. With the princely salaries
already mentioned (see "China Mail")
of yesterday's date, there must be a
strong temptation to spend the \$15 on
luxuries. Thus when a fire occurs,
our police-foreman has to waste a lot
of time running round to borrow re-
lease money, we suppose.

Ancient our policemen's wages, it may
be interesting for the public to know
that they are persuaded to come out
and protect us for £100 a year, 80 per
cent. of which is paid them in local
currency at the rate of 1s. 6d. to the
dollar. Work that out for yourselves
to see the monthly inducement they
have to "go 'round" and "round" the
city. They get "free" uniforms, of
course, and presumably uniform and
boots, but what if they do not ap-
proach the pay they are worth. They
could do better as unskilled laborers
in Australia or New Zealand.

LIBEL ACTION

(Continued from Page 1.)

allegations had been made against his honesty. When he read the article he had no doubt but what he was the person indicated and that he was the person who was hit by the article, whether it was meant for him or not.

WRIT ISSUED

A writ was issued on August 26 and Inspector Shaftain at once asked for a government inquiry which was not granted and the action proceeded in the ordinary way.

On August 27, a letter was received by Messrs. Russ and Company, plaintiff's solicitors, from the "Hong Kong Daily Press," which stated that, with reference to the writ, they desired to take the earliest opportunity of informing them that, before receiving the writ, defendants had absolutely no idea that Inspector Shaftain could possibly have thought that the article in question had any reference to him. The article sought to express in an imaginative form, a sort of parable on certain aspects of life in general. No specific individual was aimed at, and there was absolutely no intention on the part of the writer to refer to any person in general, or plaintiff in particular.

After referring to two apologies, published in the "Hong Kong Daily Press" of September 11 and 27, Mr. Sheldon dealt with the article itself. He said that if one examined the article, one would find that although the article was so gross and the allegations so scandalous, yet it was not without its humorous aspect.

PERSONAL CONCERN

The Police Officer aimed at was accused of delinquencies ranging from personal conceit—there was an allegation for instance that the Inspector of Police did not wear uniform because it failed to watch the colour of his cap—to every kind of rascality and criminality, by an allegation of living a life of corruption and bribery.

The reason for the allegations, according to the writer, was simply because the Inspector owed a two-seater motor car. That appeared to be the only basis for those curious allegations.

In fact, the car was owned by Inspector Shaftain who had an allowance of \$40 a month from the Government for it because it played an important part in his duties and he also had petrol supplied free.

A SERIOUS SIDE

Inspector Shaftain, continued counsel, had his full share of a sense of humour, but there was, of course, a serious side to the matter which he could not overlook. The world was not very charitable and there were people, no doubt, who were willing to believe any allegations made against any person, no matter how unmerited.

Perhaps the mud would stick, whatever the reasons for the throwing of it. As a result plaintiff had from the beginning insisted, notwithstanding the apologies published, however sincere, that the basis of any settlement of the action should be a full and complete withdrawal of the allegations in Court, both against himself and also against Officers of the Police Force, if the allegations were directed against the latter.

NO RANCOUR

In addition to the withdrawal of the allegation in Court, the "Hong Kong Daily Press" was willing to pay Inspector Shaftain the sum of \$3,000 in full settlement.

In conclusion, counsel said he hoped and believed that this most unfortunate matter would be ended and leave no feelings of rancour on either side.

Mr. Jenkin said that he had been instructed by the defendants to leave nothing undone to repair any damage which had been done to the reputation of Inspector Shaftain.

FULL INDEMNITY

Now, in Court, the defendants offering full indemnity to plaintiff for the costs occasioned by him, and he, (counsel), again expressed, on behalf of the defendants, their contrition which they had already expressed more than once before.

ly relationship between the Police and the Press, and said that he also hoped that it would not be in any way impaired as the result of this unfortunate case.

In accepting the terms of settlement His Lordship remarked that the publication of the article had done Inspector Shaftain great wrong, although it was unintentional; but since then defendants had done their best to repair the wrong.

Mr. Jenkin added he was further requested to say that defendants not only withdrew and apologised for the allegations made against Inspector Shaftain, but they also had an intention to direct charges against any member of the Hong Kong Police Force.

THE FIRST APOLOGY

The apology of September 11, published in the "Hong Kong Daily Press," was headed "Baffling Mysteries of the Orient—A Bewildered Traveller—Stories of High Life on Low Pay—Apology to Inspector F. W. Shaftain, Hong Kong Police."

It read:—"In our issue of Saturday, August 24, last, there appeared an article headed:—"Baffling Mysteries of the Orient."

"In the evening of Monday, August 26, a writ was served upon the Hong Kong Daily Press, Ltd., on behalf of Inspector F. W. Shaftain, of the Hong Kong Police, for damages for libel, the claim being based upon the article above referred to.

"On August 27 the Editor of the 'Daily Press' wrote as follows to the solicitors for Inspector Shaftain:—

"With reference to the writ which you served on us last evening, on behalf of your client Mr. F. W. Shaftain, claiming damages for an alleged libel contained in an article entitled 'Baffling Mysteries of the Orient,' which appeared in our issue of the 24th August, I desire to take this, the earliest opportunity, of informing you that, before receiving the writ, I had absolutely no idea that your client could possibly have thought that the article in question had any reference to him.

"The article sought to express, in an imaginative form, a sort of parable on certain aspects of life in general. No specific individual was aimed at, and there was absolutely no intention on the part of the writer to refer to any person in general, or your client in particular.

"I venture to hope that this letter will be received in the spirit in which it is written."

"To this letter no reply was received.

"A writ was subsequently served on behalf of Inspector Shaftain against Mr. D. J. Evans as printer and publisher of the 'Hong Kong Daily Press,' claiming damages for libel, the claim again being based upon the article above referred to.

"Statements of Claim, in each action have since been served.

"It is not and never has been the policy of this journal by way of cultivating popularity or for any purpose to engage in senseless and painful attacks upon the characters of members of the community of whatever station in life.

"We are sincerely grieved and hurt to find that it is considered by Inspector Shaftain that, in the article under notice, we had departed from this policy, and we desire to take every possible step to correct such an impression and to express to Inspector Shaftain our most sincere assurance that further from our minds in publishing the article complained of, was the idea of referring to that Officer in any shape or form, and even more, of in any way impugning the uprightness of his character or conduct as a member of the Police Force or at all.

"Accordingly we hereby reiterate our most profound regret that Inspector Shaftain should have considered, or that anyone should have considered, that the article in question either referred to or could have referred to him, and we tender him our sincere regrets and apologies for having made the publication.

"We also unreservedly withdraw any imputation or innuendo against Inspector Shaftain which may have been unintentionally conveyed by the offending article."

FOR THE HONG KONG DAILY PRESS, LTD.—(Signed) D. J. EVANS, PRINTER AND PUBLISHER—(Signed) D. J. EVANS.

SECOND APOLOGY

The second apology published in the "Hong Kong Daily Press" of September 27, 1929, was headed "Baffling Mysteries of the Orient—A Bewildered Traveller—Stories of High Life on Low Pay—Further Apology to Inspector F. W. Shaftain, Hong Kong Police."

It read:—"In order to demonstrate the sincerity of our previously published apology, and withdrawal of the article of August 24, last, and our assurance that the allegations in the

offending article are of the gravest character and without the slightest foundation, we again make public apology to Inspector Shaftain and desire to make emphatic the honesty which underlies our expressions of extreme regret.

"In our issue of Saturday, August 24, last, there appeared an article headed:—"Baffling Mysteries of the Orient."

"In the evening of Monday, August 26, a writ was served upon the Hong Kong Daily Press, Ltd., on behalf of Inspector F. W. Shaftain, of the Hong Kong Police, for damages for libel, the claim being based upon the article above referred to.

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FOR THE HONG KONG DAILY PRESS, LTD.—(Signed) D. J. EVANS, PRINTER AND PUBLISHER—(Signed) D. J. EVANS.

ADOLESCENCE

Influence of Cinema and The Press

Sex problems in relation to children were dealt with by Dame Margaret Furze at the Conference of the British Institute of Adult Education at Balliol College, Oxford. She expressed the view that knowledge, of a sort, in regard to sexual matter from the age of twelve was usually acquired in unsuitable ways, and suggested that it might be given properly before that age if an educational body were set up to study the problem of how to give sex education wisely and safely.

The cinema and the Press to-day, she stated, dealt with sex problems in a looser way than they had ever been dealt with before.

Mr. Beresford Ingram, Inspector of Technology to the London County Council, had a word to say in defence of picture-houses. "We must not forget," he said, "that there are thousands who are saved by being provided with the natural excitement that they desire. After all, 'Macbeth' is nothing more than a penny dreadful raised to the plane of genius."

FIRST TAXI-CAB

New Type Introduced in Singapore

Singapore's first real taxi-cab of the orthodox type, so familiar at home, was brought round, to our office for inspection, by a representative of Malay Motors, Ltd., recently, says the "Straits Times."

This proved to be an ordinary Ford chassis on which had been fitted an enclosed body, bigger in capacity than a sedan coach. Ample seating accommodation is provided for three persons, and in case of emergency, a tilt-up seat permits of an additional passenger, without any sacrifice of comfort. Sliding windows assure for a cool passage of air, and a triple glass is fitted throughout. Car-burner improvements should make it highly economical to run.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

To-day—Whist Drive at St. John's Cathedral Hall, 8.45 p.m.

Entertainments
To-day—Queen's Theatre: "The Singing Fool."

To-day—Star Theatre: "For Alimony Only" (matinee only), Ruth Van Valey Revue, 9.15 p.m.

To-day—World Theatre: "The Kid's Clever" (Continuous performance from 1.15 to 11.15 p.m.).

To-day—Majestic Theatre: "The Belles."

Meetings
To-day—Ex Active Service-men's Association meeting, 5.30 p.m.

To-morrow—Licensing Board Meeting, Council Chamber, 4.30 p.m.

Home Mails
To-day—Inward from Europe via Suez ("Rawalpindi").

To-morrow—Inward from America and ports ("President Taft").

Land Sales
Nov 12—At P.W.D. Offices, two lots of Crown land at Shamshui, 3 p.m.

Lammerts' Auction
To-morrow—Surplus stock of watches, etc., at Messrs. Sennet Freres, York Building, 10.30 a.m.

Miscellaneous
To-day—Helena May Institute Concert, 5.30 p.m.

To-day—Hong Kong C.C. Smoking Concert, 9.30 p.m.

To-morrow—Union Church Jubilee Sale, 2.30 p.m.

Nov. 9-10—Italian Convent Annual Charity fair.

H.R.H. Prince Singha of Siam, and suite arrived at Penang by the "Macedonia" en route to Bangkok. His Royal Highness is returning from England.

Mr. J. A. Harvey, M.C.S., has been appointed hon. secretary of the Board of Management of the Malay Agricultural Settlement, Kuala Lumpur, in place of Mr. E. L. Watson.

Mr. J. Henderson, formerly a partner of Messrs. Osborne and Chapel, Ipoh, has, with Mrs. Henderson, settled down at Talycont-on-Usk, Breconshire, South Wales.

Mr. M. J. Thorpe, Municipal Engineer, Penang, is returning from home leave by the "Rawalpindi."

Mr. W. F. Fletcher, who has been acting for Mr. Thorpe, will be leaving for Europe on a long leave in January.

It is stated that the Deputy Director of Education for Java, Dr. J. O. Schrieke, who has been charged with a mission to India, China, Siam and Malaya to investigate educational conditions in those countries, was expected in Malaya sometime in September but apparently has been delayed.

Glaxo
Pure vitamin added to it

NEW ADVERTISEMENTS.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, 11th of November (Armistice Day).

Hong Kong, 6th Nov., 1929.

ARMISTICE DAY DINNER.

TICKETS for the above may be obtained from Mr. H. R. REMINGTON, Assistant Hon. Secretary, British Legion, c/o Messrs. Harry Wicking & Co., and from Mr. HAMPDEN ROSS, Hon. Secretary, Dinner Committee, c/o Messrs. Percy Smith, Seth & Fleming.

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE TO SHAREHOLDERS

BY VIRTUE of the Authority vested in them by Ordinary Resolution of the Company passed by Shareholders at an Extraordinary Meeting held on 6th May, 1929, the Directors of the Company have resolved to offer to Shareholders Additional Shares in the proportion of one Additional Share of the nominal value of \$5 for every four Shares of which they are the registered holders on the date of the Ordinary Yearly Meeting of the Company to be held in 1929.

Such Additional Shares will be issued at par. One Dollar per share will be payable on acceptance of the offer on or before 2nd January, 1930, in the case of shareholders whose registered address is in the Colony of Hong Kong or the Far East. In the case of shareholders whose registered address is outside the Far East, the date for payment will be 2nd April, 1930.

The balance of \$4 per share will be payable at such time or times as shall be decided by the Directors.

By Order of the Board of Directors,
SHEWAN TOMES & CO.,
General Managers,
Hong Kong, 7th Nov., 1929.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

S.S. "VENEZIA-L"

From Trieste, Venice, Brindisi, Fiume, Spalato, Port Said, Suez, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and for from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 22nd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 12th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents,
Hong Kong, 6th November, 1929.

A correspondent states that three days ago, two Chinese were carried off by a man-eating tiger at Triang, Pahang.

The engagement is announced of Mr. Eric C. Edmunds of Perth, Western Australia, and Miss Oketon Paul, of Melbourne, Victoria.

Mr. H. L. Johnson of the Malacca Detective Department will be going on leave to Australia in a few weeks' time. He will be accompanied by Mrs. Johnson and their small son.

The marriage was solemnised in Kuala Lumpur according to Buddhist rites of Mr. M. S. Perera, of the F.M.S. Railways, with Miss Mercy Charlotte Kumarakase. Afterwards the marriage was registered by Mr. G. H. Nash, the Kuala Lumpur Police Magistrate, in the Court Chambers.

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5480—Don't Make My Heart Your Plaything
Foz-Trot.

The Hollow of a Hill

5479—Lizzy Azzy Wozzy

Sarah Jane

5483—I'm Just in the Mood To-Night

You Want Loving

5482—Huggable Kissable You

Excuse Me Lady

5481—When the World is at Rest

I'll Never Ask for More

1402—Constantinople

Get Out and Get Under the Moon

1630—Where is the Song of Song for Me Waltz.

Just a Sweetheart (unaviva Nadamas)

Foz-Trot.

1936—Marianne

How am I to Know?

1938—Sweet Hearts Holiday

Huggable Kissable You

1925—Red Hair and Freckles

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REAL HABANA CIGARS.

HENRY CLAY:

Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon 25's 6.25 " "

LA CORONA:

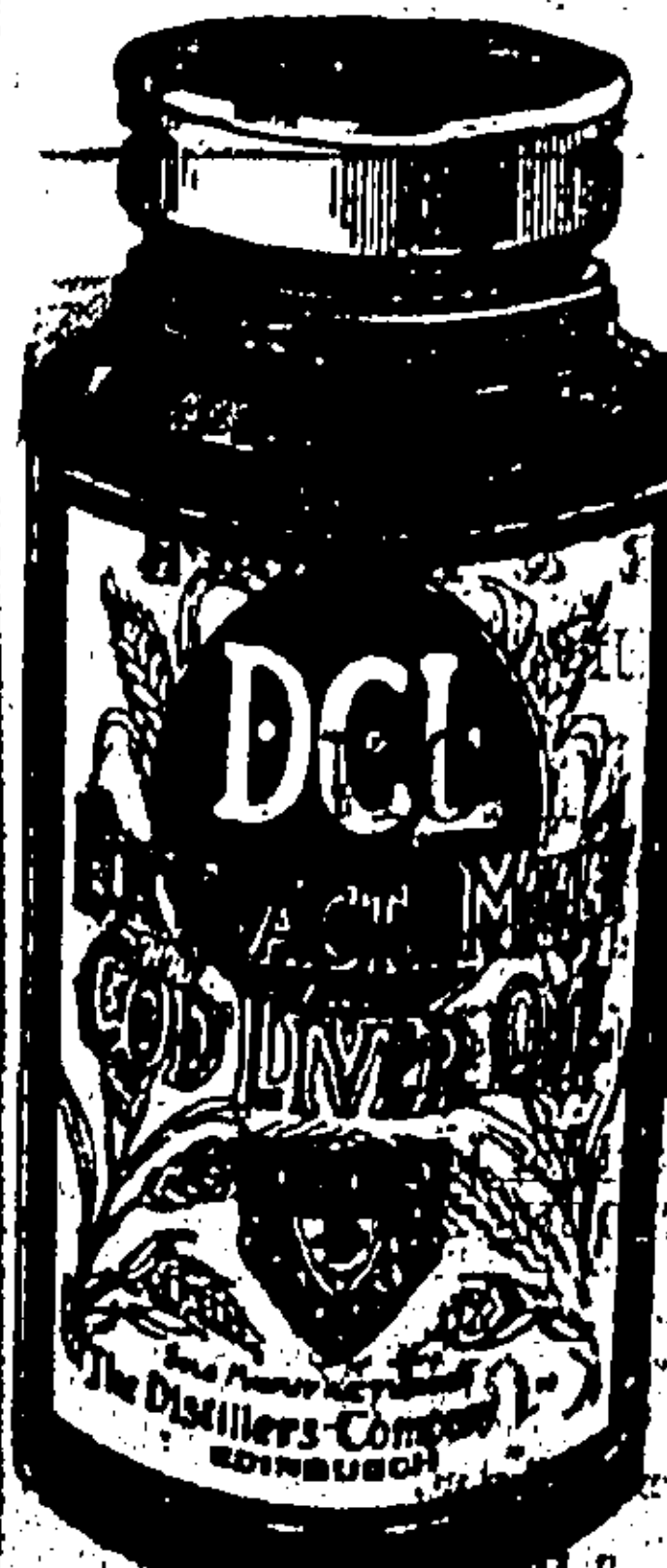
Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y-CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

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World News In Pictures

"Good-will Envoys"

From America



Including business representatives from many States and from San Francisco, who were on the s.s. "Malolo," were given a welcome to China at a dinner by the American Chamber of Commerce, Shanghai, at the American Club. Mr. V. G. Lyman presided and introduced several speakers. Mr. C. H. French, ex-President of the Chamber, gave an address of welcome to the visitors.—(Ah Fong).

First Woman Speaker



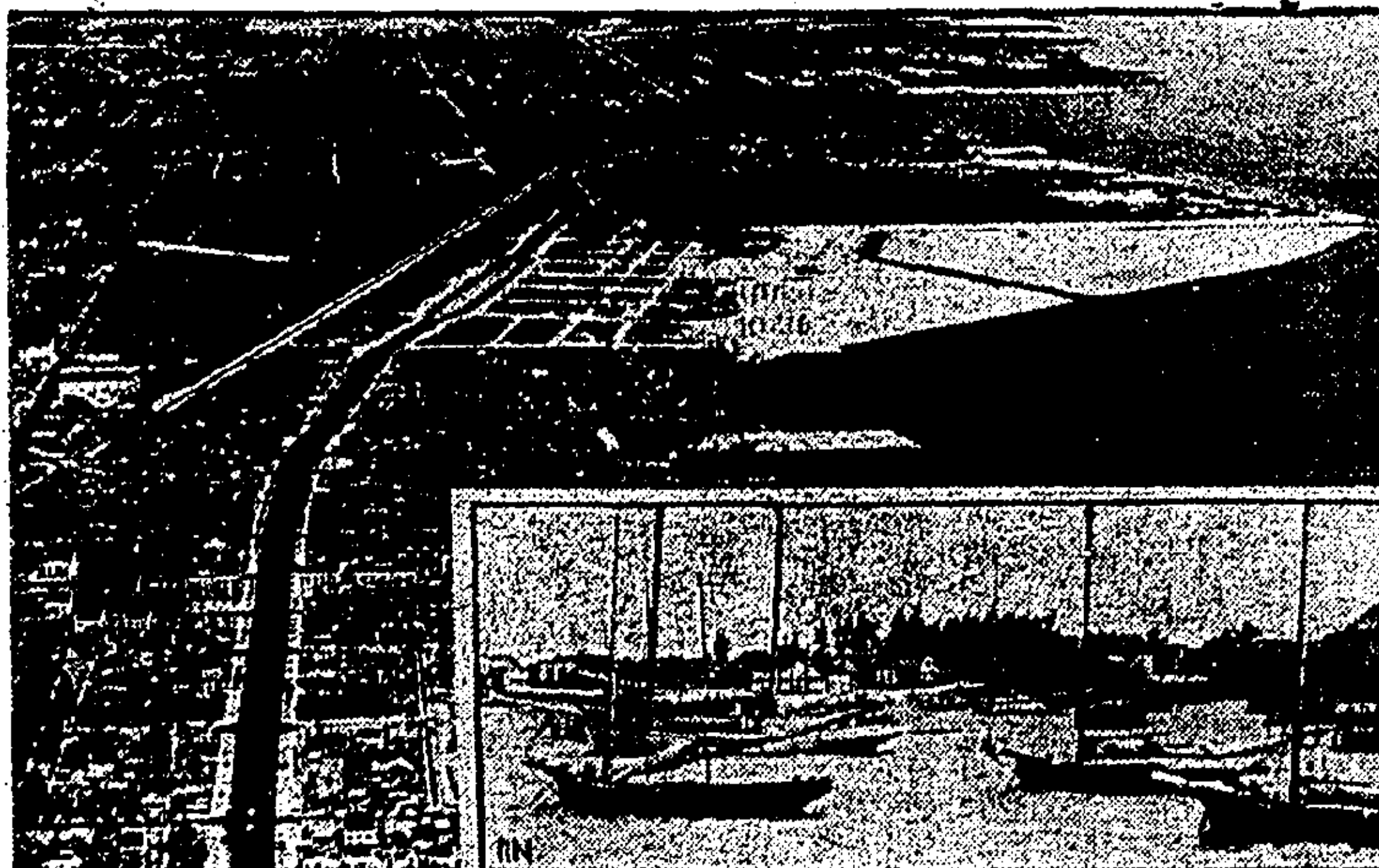
Mrs. Edith Nourse Rogers, Republican Congresswoman from Massachusetts, had the signal honour of being the first woman speaker of the House of Representatives, when she received written authorization from Speaker Longworth to preside pro tem in his absence.

Aviation Celebrities



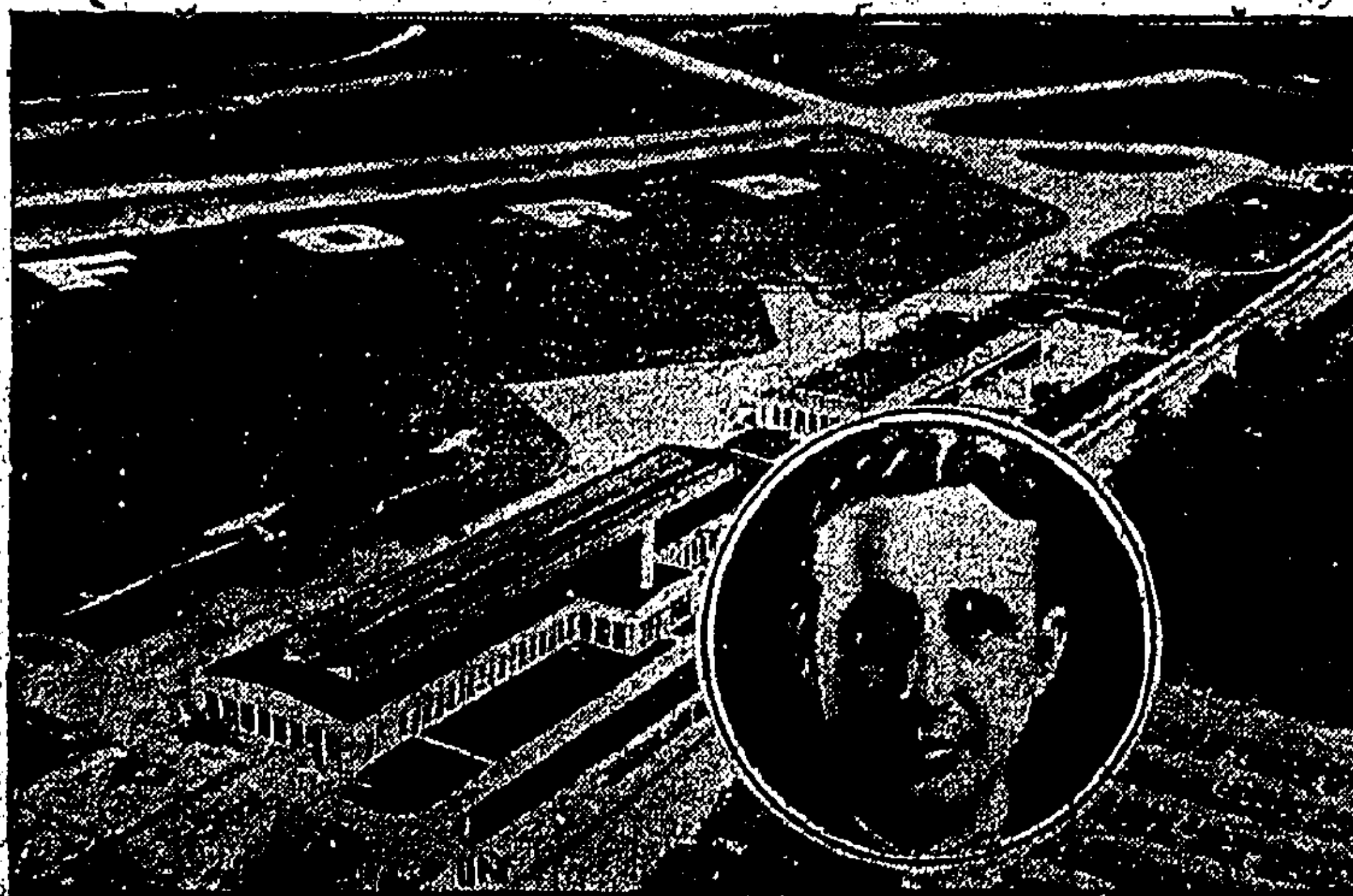
(Left)—Recent studio portrait of Edsel B. Ford, donor of the Airplane Reliability Trophy and official starter of the National Air Tour which left from the Ford Airport at Dearborn, Mich., on October 5. In the centre is the trophy donated by Ford, while at the right is Mrs. Keith Miller, winner of many prize flights, who flew a Fairchild KR-34 biplane on the tour.

Gale Strikes Miami



The gale which for several days played havoc with Nassau and other islands in the Bahamas struck Key West and Miami with sufficient force to cause considerable property damage. Miami is shown in the larger illustration while Key West appears in the inset.

National Air Tour



The Ford Airport at Dearborn, Mich., considered one of the best and most fully equipped landing fields in the United States, will be the starting and finishing point for the planes which will race in the National Air Tour. This immense air armada will be under the management of Captain Ray Collins (inset) and will visit all the principal cities in the country.

Nations Divided on Disarmament



Japan and Germany took opposite stands at Geneva on Great Britain's proposal for national disarmament. Strange to relate, it was Japan this time through its spokesman, Baron Sato (left), who led the strenuous objection to the abolition of reserves. Count von Bernstorff (right), former Ambassador to the United States, representing Germany, supported the British delegation.

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Drum Major



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Market
Gives the Ticker



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Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



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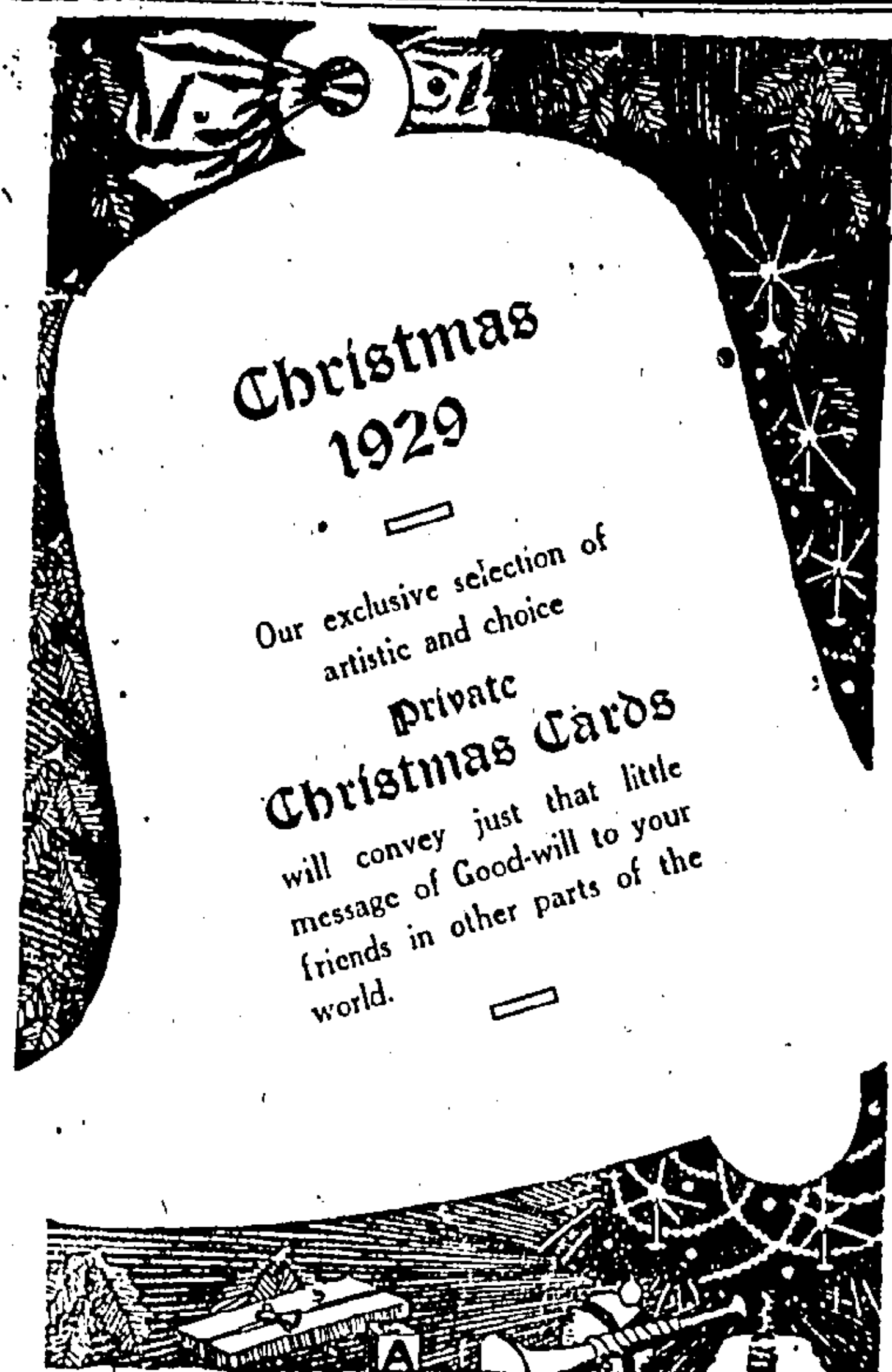
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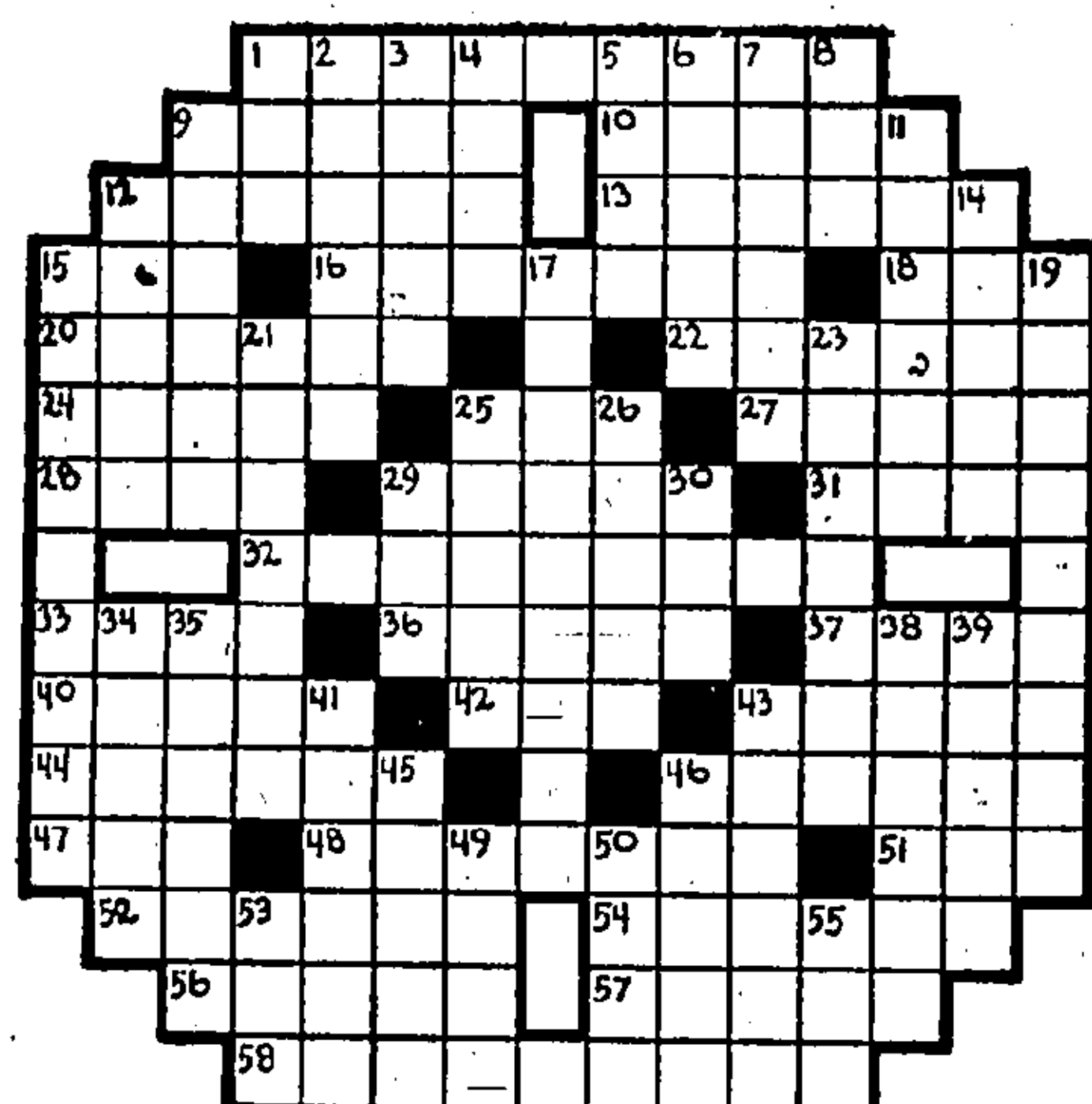
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Asked for | 45-An assessor | 15-Folded back |
| 9-Nocturnal animal | 47-Consumes | 17-Exhaustion from |
| 10-Engages for service | 48-Perfumed | Jack of nourishment |
| 12-Variety of apple | 51-Pronoun | 19-Those who rescue |
| 13-Pit for the plow | 52-One who uses note | 21-Digressions (Fr.) |
| 15-Edge | 54-Evoked | 23-Attacks with heavy |
| 16-Inner parts | 56-Diving bird (pl.) | blows |
| 18-Attention | 57-Happen at stated | 25-Breathing organs of |
| 20-Skillful | Interval | a fish |
| 22-To lower in quality | 58-One who makes a | 26-Ten consecutive |
| 24-Patch | show of something | years |
| 25-Pointed mining tool | unreal | 29-Watering place |
| 27-Preserved | VERTICAL | 30-Conflict |
| 28-Wife of Tyndareus | 1-Dress fabric | 34-Town S. W. |
| 29-Tendon | 2-Imperial rule | New York |
| 31-Prefixed. Far | 3-A set of five | 35-Top piece of a door |
| 32-One who makes | 4-Vase-shaped | 36-One who serves food |
| reply | receptacle (pl.) | 38-Shun |
| 33-Young horse | 5-Choice table fish | 39-Counselor |
| 36-Place of worship | 6-Weary | 41-Counselor |
| 37-Variety of cheese | 7-Rubs out | 43-Infer |
| 40-Unnaturalized | 8-Young society girl | 45-Spectacle |
| foreigner | 9-Walked with a hat | 46-Sundered |
| 42-Moatless title of | 11-Dismantle | 49-Formerly |
| honor | 12-Fairy | 50-Aquatic bird |
| 43-Propel | 14-Wooden frame for | 51-Summit |
| 44-Modifications in | supporting artist's | 55-Mongrel dog |
| verb inflections | canvas | |

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(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

Mrs. McPherson's Beauty Bill



AMESEMPLE M'PHERSON, Los Angeles evangelist, spent \$40.50 on beauty treatments while she was in Detroit, Mich., on a recent soul saving campaign, and thereby alienated herself from followers in Michigan, Ohio and Indiana, according to an announcement made by the Rev. Dawson MacCullough.

"And that \$40.50 for facials and marcel wasn't all," said Mr. MacCullough, who was formerly State Superintendent of the Four Square Gospel, the religious faith founded by Mrs. McPherson.

He said total expenses for her fifteen-day evangelistic campaign in Detroit mounted to \$19,608 and left a deficit of \$9,171 for the local church which had guaranteed expenses.

When the congregation protested strongly, Mr. MacCullough said Mrs. McPherson sent a check for \$500.

Her bills included hotel, \$274; personal, \$120; flowers, \$33, and unexplained miscellaneous items, \$295. The hotel bill included five cents for a newspaper, \$142.50 for meals and \$40.50 for beauty treatments.

Mr. MacCullough said the bills indicated that Mrs. McPherson had "absolutely betrayed" her Michigan followers.

GERMANY'S BURDENS

What Mr. Snowden Achieved At The Hague
FURTHER SACRIFICES

The United States Of Europe In Prospect

[By William Marx]

After extraordinarily difficult and shifting negotiations lasting for weeks, the Hague conference finally came to an end. Or, better expressed, the first part of the conference is ended; the second will begin as soon as the various commissions shall have finished their work. Here, however, only matters of comparatively subordinate importance remain to be dealt with, in the main the provisions for putting the conference's decisions into effect; the great political questions were disposed of on August 30 by the signing of the final protocol by the leaders of the delegations.

The outcome of the conference was for a long time uncertain. The situation took on a different aspect almost every day. First one minister and then another threatened to return home. It was impossible, at least for the outside observer, to predict the outcome of the conference with certainty. What will be the result of the agreement arrived at in the eleventh hour? What will be the verdict of the future concerning it?

The conference was much richer in exciting incidents than many that had preceded it. Snowden, with his energy and through a brutality most unusual in diplomatic proceedings, dominated a big part of the conference. With Anglo-Saxon tenacity he insisted upon a 100 per cent. fulfillment of claims not acknowledged by the Paris experts but regarded by him as England's just due. What did he care about the agreement of the experts that the Young Plan must be regarded as a whole and could not be altered? Who among the participants dared to remind him of it? He declared with moving emphasis that he would accept nothing from Germany nor from the smaller states as well. In his talk in the radio on September 5 he declared that he had remained faithful to this promise.

The Vanishing of a Dream
It is a pity that Germany will nevertheless be compelled by the new burdens she will have to bear to realize that all this was nothing but a beautiful dream of Snowden's. Those pessimists have been justified who declared immediately following Snowden's impulsive outburst that this conflict, which seemed to have arisen between England and France, would in the last analysis be fought out at Germany's expense. For that was indeed what happened. The German representatives were obliged to increase by 30 to 40 millions yearly for a number of years the amount of the unprotected annuity, that is, the portion for which no moratorium can be granted. In addition to this they had to surrender their part of the 300,000 marks remaining from the Dawes payments; 30,000,000 had to be paid by Germany for the costs of occupation, and, finally, the various states involved mutually abandoned any claim for damages arising from the occupation. All these are, beyond any doubt, new and oppressive burdens. It is not disputed that the German delegates made heavy and grievous sacrifices to reach their always steadfastly cherished aim of bringing about permanent peace.

In discussing the amounts to be paid by Germany under the Young Plan I expressed the fear that such huge sums would be required that they would go far beyond Germany's ability to pay, and my misgivings are now more than ever justified. The experts in Paris as well as the politicians at The Hague, in fixing the amounts to be paid, made the mistake of basing these on the demands of the creditors instead of on the debtor's ability to pay. This will average itself bitterly in the future on all participants.

The Burden on Germany
Foreign experts have already declared openly that in their opinion even the provisions of the Young Plan can be carried out for only a few years. Of great significance is the letter written by Stamp, the chief of England's delegation at The Hague, in which he frankly admits that the only

result of Snowden's onslaught was that "the burden was shifted on to Germany's shoulders." He continues:

"This is about the antithesis of what we in Paris, for economic reasons, endeavored to do on the whole. I doubt the efficacy of Snowden's course on economic grounds. I am not enough of a politician to know whether it is good politics to say this."

But what was it that moved the German delegates, and rightly, so, to sign the final protocol despite all these grave misgivings? It was the conviction that an important and decisive step had now finally been taken in the direction of world peace, and one that was worth even increased and oppressive material sacrifices. It was the belief that in view of Germany's great sacrifices, France also would now see herself compelled to a generous deed—that

the liberation of the occupied districts would now be soon a reality. The important result of the Hague conference will be and remain for all time the fact that the goad is finally withdrawn from the flesh of the German nation, that the wound is finally healed that still remained open and burning ten years after the conclusion of peace. The Curse of Narrow-Mindedness

Where did it ever happen before that, so many years after the conclusion of peace, and despite the fulfilling of the conditions of that peace down to the last detail, so many enemy troops still occupied the ancient territory of the conquered people? What valuable service could have been done by far-seeing and big-hearted statesmen in France for the peace of the world and for the establishing of peaceful relations between two peoples so destined to be mutually complementary as are the German and the French peoples? But instead of this there has been narrow-mindedness in every respect! Everything has been done to vex the inhabitants of the occupied districts and constantly to stir them up against the foreign oppressors.

It was realized that the Rhine-land Commission, stationed in Coblenz, with a personnel of about 200, would have to be given up as soon as the occupation came to end. Hence the attempt was made to establish for the demilitarized zone another commission, which would have again brought unrest and irritation for the inhabitants of the territory in consideration. But that, too, has fortunately been checkmated. The commissions that, under the treaty of Locarno, can be called together by France and Belgium for the adjustment of differences with Germany, but in which Germany can participate on an equal footing, are now to decide.

ILLUSTRATED!

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A WEEK'S PAPERS IN ONE.

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The reign of cricket towers over all other local news, owing to the beginning of the series of Interport cricket matches between Hong Kong, Shanghai, and Malaya. In the first match, Malaya v. Shanghai, the former had the advantage of play on the first day, but on the second it was impossible to resume owing to heavy showers of rain. However, the one day's play is tersely described in this issue of the *Overland China Mail*.

Other sporting fixtures of interest were the visit of the French tennis stars and the closing of the lawn bowls season at the Tulkoo Recreation Club and the Craigengower Cricket Club.

Coming to local events of interest, pride of place must be given to the sixtieth birthday celebrations at the Diocesan Boys' School, at which stirring speeches were made by His Excellency the Governor and others. His Excellency also delivered an interesting lecture to the English Association during this week.

China, as usual, has loomed large in the cable news, the movements of the Ironsides and of the "rebels" in the North against the Central Government being reported in detail. There has likewise been more activity on the Russo-Chinese border.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the *Overland China Mail* will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired!

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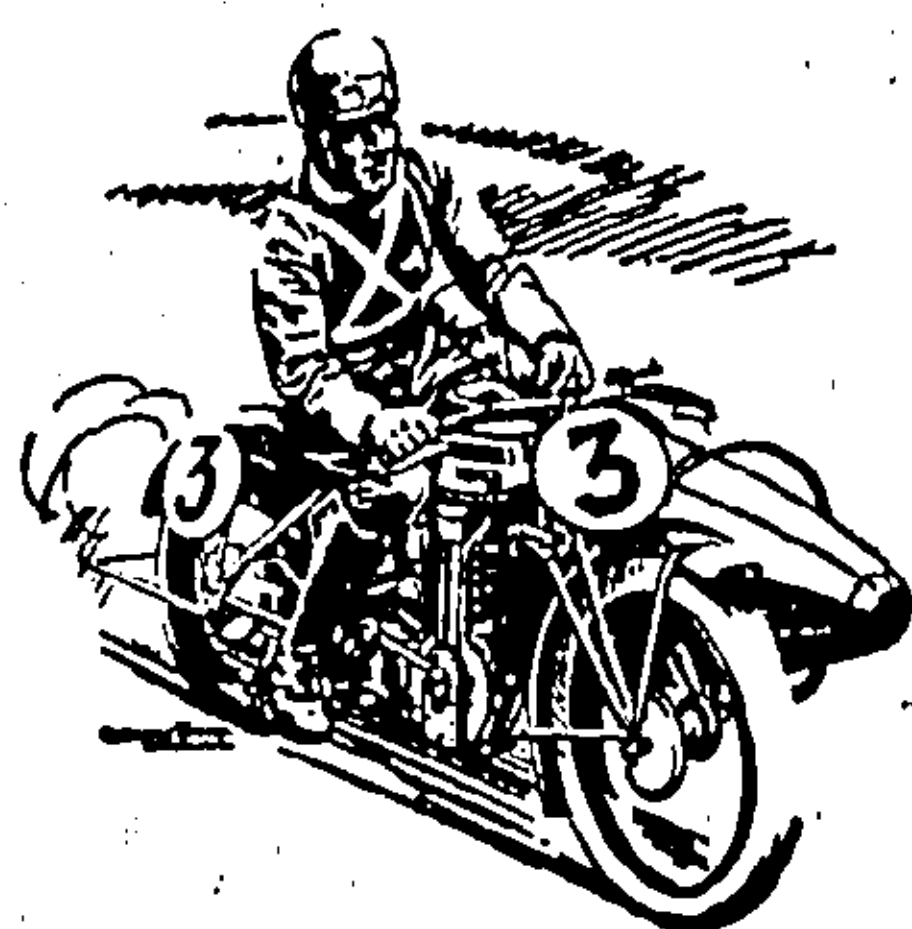
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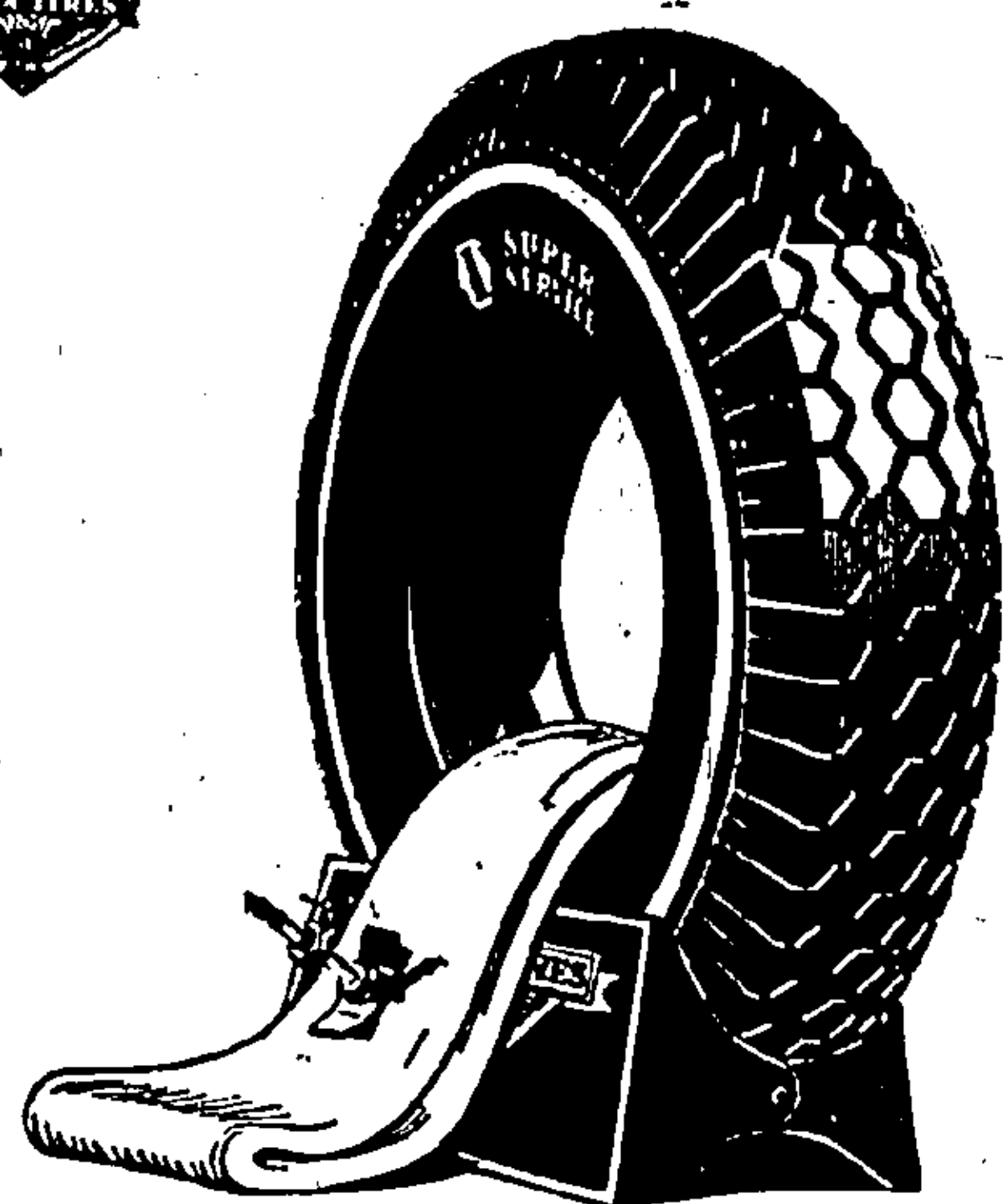


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Spare Parts
Batteries,
etc., etc.



Electric
Accessories,
etc., etc.

ROMANTIC TALE

Life in South Sea Islands A "Revolution"

A romantic tale of how life on a group of South Sea Islands was revolutionised by the American motor car was brought recently by Will Appleton, managing director of the Charles Haines Advertising Agency, Ltd., of Wellington, New Zealand. Seven American makes of cars head the list of automobiles in use there, the Ford leading them all.

The group of islands comprising New Zealand last year exported products valued at the equivalent of \$255,230,440 and imported about \$225,000,000. The population numbers 1,453,617, including 64,817 native Maoris. In 1861 the population numbered less than 100,000 whites.

This enormous increase in population and the sharp rise in wealth is ascribed in great part to the economic revolution brought about by the advent of automotive equipment. In that revolution, according to Mr. Appleton, the American car and truck played the major role.

"More than 55 per cent. of all cars, trucks, tyres and parts and 64 per cent. of all buses, vans and commercial chassis now in use in the various provinces of the islands are American made," he said.

The latest figures show a registration of 131,463 cars and 26,789 "commercial vehicles." That is equivalent to one automobile for every 11.05 persons or one for every two and one-half domestic dwellings.

"But," said Mr. Appleton, "the story is best told by the figures from Taranaki Province, the principal dairy farming section, and Hawkes Bay Province, the principal sheep farming district."

"In Taranaki Province there is a car to every 5.53 persons and in Hawkes Bay one to every 5.12 persons. It is from these provinces that the principal exports are derived, wool and dairy products representing more than 60 per cent. of the total exports."

"To bring these products to the export piers requires the building of many thousands of miles of road way. The island roads now aggregate more than 40,000 miles, whose construction was inspired in most part, as in other countries by the demand created by the motor car."

Significant!

"A very significant thing about the agricultural and industrial growth caused by the automobile is that it has brought about an almost even distribution of wealth. Extreme poverty is rare, so also is great wealth. This freedom from slums, poverty and plutocracy results in a true democracy."

"The average private wealth of New Zealand's whole population is estimated at the American equivalent of \$2,610 a head and of persons over 20 years of age at \$4,235."

"Most of this wealth is built upon the country's basic industries, wool and dairy products, all made possible by the shortening of distances from the interiors to the seacoast."

"The islands now support 3,273,769 cattle, 27,133,810 sheep, 3,781,145 heads of poultry, 686,893 pigs, 307,100 horses, 6,518 shearing plants and 9,504 wool presses."

"And all these blessings are in great part attributable to the motor car. American low priced cars are the most popular. Ford heads the list with 93,423, or 25.42 per cent. of the total of 101,463 registered in the various provinces. The next highest on the list has 12,070 cars, or 9.18 per cent. of the total. Altogether seven American makes head the list most popular in the islands."

FOUR SPEEDS

Significant Factor This Year

A significant factor in 1929 cars is that several manufacturers have incorporated four speed gear-boxes in their new models. These models generally have a silent third, whose ratio is very close to top gear, and on which the car will often exceed 50 m.p.h. without the noise usually associated with indirect gears. America, hitherto the impregnable stronghold of the three speed gear-box, now has several makes with this "double top."

The charm of four speeds is, of course, that you have this third speed which gives you acceleration and hill-climbing power almost equal to second gear on a three-speed car, and yet can be used at much higher speeds with considerably less noise. A car that has a particularly pleasing four-speed gearbox is the Arrol-Aster. A light-handed gear lever, placed just under your hand, helps you to enjoy the benefits of this useful third by easy gear-changing. Of course, a four-speed car can be driven on three speeds if desired, bottom gear being only used for starting on hills or with heavy loads.

Are You a Good Driver?



Don't get into arguments on the road. In the first place it's dangerous to converse with the driver of another car while in motion and in the second it compels the driver of the car behind to enter the wrong traffic lane to pass. Good manners should be encouraged on the road as well as elsewhere.

ASSEMBLY PLANTS

Australia's Great Progress

American manufacturers of automobiles are to-day assembling passenger cars in 155 plants scattered throughout the world. Of these plants 87 are located within the United States and 68 in other countries.

An assembly plant is arbitrarily taken to mean any plant where a completed automobile leaves the plant under its own power. The list therefore includes plants where the car is completely built from the ground up as well as plants where engines, chassis units, and bodies are received from other plants and assembled into completed cars.

Australia has the largest number of assembly plants for American automobiles of any one country, while Canada is a close second with nine plants to Australia's 11. It is noteworthy that it is the policy of these companies to purchase as much as possible of the material necessary for building their cars as near their assembly plants as is feasible. Establishing these plants in Australia does not mean the Americanisation of Australian industry, but rather the Australianisation of American concerns.

With the production in Australia of rubber cloth and leather cloth at Deer Park (Victoria), a new factory recently opened, the margin of motor car components that need to be imported decreases. The parts of cars now made in the Commonwealth include bodies, mudguards, bonnets, wind-screens, lamps, batteries, spark plugs, springs and tyres.

1,000,000 MILES

Without A Single Replacement!

Over one million car-miles without a penny spent on replacements is the record of all Hillman cars sold in the State of West Australia. This is the boast of the distributors for that area, Messrs. All-British Cars, Ltd., of Perth, who would naturally hear of any call for spares. This firm does not mention the number of cars concerned in establishing this record, but whether they are 100 cars with an average of 10,000 miles, or 200 with 5,000 miles to the credit of each, the result is equally praiseworthy, and encouraging to Rootes, Ltd., who are responsible for the world export.

Statistics of this kind are obviously of inestimable value to the British name "down under" where, it is good to see, they have been widely broadcast in the Press. Incidentally, the name of the West Australian dealers is particularly well chosen!

QUICK AND EFFICIENT REPAIRS

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4821.

PRAISE INDEED

Championship Performance in Persia

Praise for the championship performance of a Studebaker Director under extreme conditions has just been received from an owner in Persia, according to Mr. Arvid L. Frank, sales manager of the Studebaker Pierce-Arrow Export Corporation.

The trip, described by Mr. Arthur Upham Pope, American business man, started in Egypt, traversed the Syrian and Mesopotamian deserts and ended in Teheran, Persia, a distance of over 3,000 miles. The journey, undertaken as a business trip, was made in a Director Six. The report by Mr. Pope was penned following the party's safe arrival in Teheran.

"After the most furious going, the car looks and drives like new," Mr. Pope declared. "It has gone through snow and sand; in rough valleys below sea level and over still rougher mountains nearly 10,000 feet above. It has travelled over good roads, poor roads, desert trails and parts of wilderness without even tracks."

"From Jerusalem, Palestine to Teheran, Persia, with detours of several hundred miles, in six days without change of drivers, would be a tax on any car, but our gallant Studebaker pulled through without trouble, even though cruelly overloaded and at all times pressed at a cruel pace."

Shows the Mettle
"The trip from Damascus to Ruthbah Wells, 269 miles, was accomplished in 7 hours 45 minutes, but times and distances in the Syrian desert bear almost no relation to times and distances elsewhere. Long stretches of sharp, loose stones, twisting trails in dry river beds, deep holes concealed by dust, ruts and ridges, terrific dust clouds, uncertain tracks—all these things make fast travel difficult. That our car reached the Ruthbah Wells from three to four hours before any of the other 20 cars which left at the same time shows the mettle of the Studebaker."

"Everywhere we went," Mr. Pope concludes his letter, "we made better time in our Studebaker than experienced drivers in the region had thought possible. Never once have we been stopped because of any failure of the car with the exception of two halts on a terrific grade due to a tendency to heating. On both occasions it was a very hot day and we were dogged by a following wind which rendered the fan practically useless. After we got rid of our excess baggage of over 600 pounds, the car negotiated every hill like a breeze."

"The Director was not secured for a pleasure trip but for serious business where time counted and dependability was essential. I had expected the Studebaker would fully meet our requirements and that is why I bought it, but I had no conception that it would have such reserve of capacity and stamina."

NEW ROYAL CARS

Prince Arthur of Connaught, by the way, who has for a long time been a user of Humber, has just placed an order for his third car of this make, a 20/65 horse power limousine. This will be standard throughout, except for such details as a flag-holder and a cross-bar between the lamps to carry various badges. Another royal motorist acquiring a new car is Prince George of Russia, who has now taken delivery of a Triumph Super Seven fabric coupe. The range of models of the Triumph has been increased by the addition of a fabric saloon de luxe. In this the body slides are carried right down to the running boards, in accordance with the most modern practice. There is comfortable accommodation for four, safety glass is fitted throughout, and chromium plating is standard.

Economy.

What man, be he a millionaire or just the every day businessman, isn't interested in saving money?

"Lubricating oil is a necessary evil." So say the majority of motorcar owners. Cheap lubricating oil is an evil, because it unnecessarily eats up many a good dollar. Quality lubricating oil—the New Mobiloil—is the lesser of two evils because it furnishes the cheapest and most efficient lubrication. Where the New Mobiloil is in use repair bills are conspicuous by their absence. Repairs cost money, but they do not make the engine as good as new.

There is nothing so good as a practical test.



As good
as New —
Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

DODGE NEW SIX SEDAN

DODGE ROADSTER

DODGE SENIOR SIX.

DODGE TRUCKS & BUSES.

¾-2 Tons.

NOW ON VIEW

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central.
Telephone C. 5644.

A FAMOUS DRIVER

Earl Cooper, one of the most widely-known race drivers in U.S.A., and veteran of more than 800 races, has become associated with Auburn in the experimental engineering department. Cooper, who retired from active racing about three years ago to head the Cooper Engine Company in the building of Cooper front drive racing cars, has definitely covered all production of winning cars.

connection with the tracks and will devote his full time to experimental work. He early became interested in the front-drive principle, and in the last four years has devoted a great amount of time to experimental work on this type of car. As well as being one of the foremost drivers in America, Earl Cooper is an engineer and has been associated with several automobile manufacturers in the design and

IMPROVED ENGINES

Reduce Petrol Costs
With Whippets

UNUSUAL ECONOMIES

More scientific engineering of motor and carburettor has made possible for thousands of owners a sensational saving of petrol and other economies in the operation of the Superior Whippet four and sixes, according to reports received by Willys-Overland dealers.

It has been found, for example, that the increase of the compression ratio in the motor has succeeded not only in neutralising the added weight of the car and the increased tyre dimensions, but has a marked effect on gasoline economy. Owners who actually have attempted to accurately check their gasoline consumption with the six cylinder models found that they were able to obtain economies in excess of 20 miles to the gallon of petrol. In fact, the average economy of a 4,000 mile trip, mountains, detours and rough roads, was in excess of 18 miles to the gallon, carrying in this case a full five-passenger load. Petrol mileage obtained with the four cylinder models was, of course, even more phenomenal.

Carburettor Redesigned

The carburettor in both the four and sixes also has been completely redesigned to suit the higher compression of the motor. The economy results shown by the Whippets are all the more significant when coupled with a higher top speed and greater pick-up and other activity in traffic. In tests conducted by company engineers with a standard four sedan carrying five passengers up Cove Mountain the speed of the car was reduced to between 10 and 11 miles an hour at the steepest point of the grade and yet under these circumstances the engine fired as evenly as it would at 20 miles per hour and there was no evidence of loading or flatness as the engine speed increased due to the reduction in the grade.

UNUSUAL ENGINES

A 16-Cylinder
Model

In view of the influence that racing has had in the development of the automobile, it is interesting to note that Bugatti, one of Europe's foremost designers of racing and sports cars, has just put into production a 16-cylinder supercharged engine of special design having two vertical banks of eight cylinders each. The engine will be used in a sports-type chassis and will be run in numerous European road races and competitions this year; the results obtained will be interesting from the point of view of engine development, as regards the number of cylinders, at least.

It was only a few years ago that an eight-cylinder engine was regarded as an extravagant idea, but this kind is now gaining ground over the six-cylinder engine for ordinary utility cars, and who knows but that 16-cylinder cars will come into general use in the future.

The new 16-cylinder engine is very compact, even more so than the straight eight of the same bore and stroke. It is carried under a shorter bonnet of normal width, behind the usual narrow radiator. The cylinder castings have a length of only 22 inches and the width of the two blocks united is 14½ inches. A very interesting feature of this new engine is that the total of the cylinder bore is just under 19 inches, but in the remaining space of only a little more than 3 inches it has been possible to fit nine crankshaft bearings. The bore is 60mm. and the stroke 84mm. (3.32 c.c.) and develops 250 h.p. The normal engine speed is 5,000 r.p.m., but it is stated that it has been braked at 7,000 r.p.m.

LABOUR DOCTORS

Delegated by the League
of Nations

The medical men commissioned by the League of Nations to examine the possibilities of industrial and social hygiene and medical assistance in European countries and to study the prevention of accidents in industry, in passing through Turin expressed the desire to visit the leading Italian industrial concern.

Consequently, the party arrived at the famous Lingotto Works. Beginning with the Show Room where examples of the latest model cars are exhibited, the party visited every department of the vast factory, terminating their inspection by a trip around the aerial testing track on the roof. Of particular interest to the visitors was the Medical Room, the Surgery and the Hospital which they inspected under the guidance of Dr. Azario, Chief Medical Officer to the Fiat Co.

On leaving the Works, the visitors expressed their admiration for the perfect organisation and working of the factory as a whole, and particularly of the arrangements for the prompt treatment of accident cases on the spot.

MARQUETTE CAR

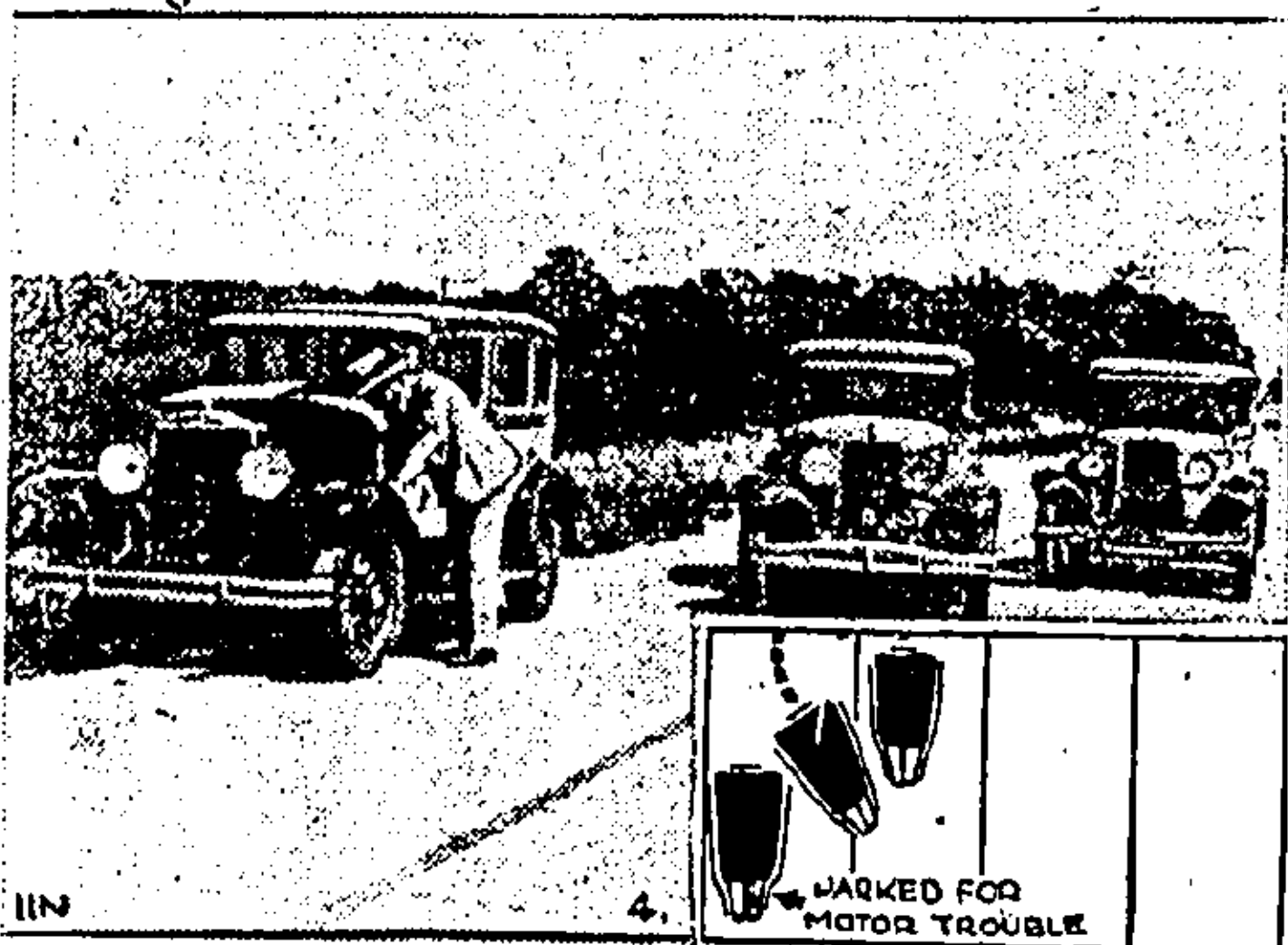
Triumphs Over Severe
Tests

MODELS ON DISPLAY

Before Marquette was accepted for production in the Buick factories it was subjected to most gruelling tests at the General Motors' Proving Grounds, outside Detroit. It was learned by a representative of this newspaper, that these tests were far more severe than any driving the car will encounter in the hands of owners in any part of the world. Because it met the standards of quality so faithfully maintained by Buick for 26 years it was accepted by Buick for production and called Marquette. It can be seen by the public of Hong Kong at the show-rooms of the Dragon Motor Car Company, Ltd., local dealers for Buick in this Colony. Those who have always had a deep respect for Buick quality and performance but who on account of the limitations of their purses have had to be satisfied with cars of lesser quality and performance will be interested to know that Marquette will be in the medium-priced class.

Spending of the tests Marquette overcame in U.S.A., the manager of

Are You a Good Driver?



Should you have the misfortune to suffer tire or motor trouble pull off the road and give your fellow travelers a chance. Always bear in mind that there may be someone behind you and that this is necessary if he is to pass.

EIGHTS GAIN

Sixes Lose in
U.S.A.

Out of 43 American States reporting new car registrations by chassis models, 42 showed a marked increase in the purchase of eights above \$1,000 for the first seven months of 1929 as compared with 1928, according to a compilation made by the Studebaker Corporation, world's largest builder of eight cylinder cars. The increase in eights runs as high as 503 per cent. in one state and is 94 per cent. for all. Purchase of six cylinder cars in the same price range, by the same comparison, is decreasing. Only two States report an increase in sixes over \$1,000 while the decrease for all States is 18 per cent.

Through July of 1928 there were 8.6 sixes of this class registered for every eight, the total being 425,758 and 49,494 eights; while during the same portion of 1929 the ratio decreased to 3.6 sixes registered to every eight, actual registration amounting to 350,927 sixes and 96,059 eights.

HUMBER MOTOR
CYCLES.

LANE, CRAWFORD, LTD.
Automobile Dept. C.3183.

the Dragon Motor Car Co. said: "Scores of Marquettes were driven at gruelling speeds over all types of roads, for many more miles than the average owner will drive a car during the period of ownership. During days and nights when snow covered the ground and the winds were biting cold, in heavy rain storms, on clear days, through mud, sand, water and over gravel they were driven mercilessly and the results of the wear and tear on their mechanism were carefully investigated by sensitive scientific instruments. They were abused as cars will be abused. Yet they came through these terrific ordeals triumphantly."

The Dragon Motor Car Company, Ltd., local Buick dealers, inform us that fresh shipments of the new cars are expected very shortly. General Motors has advised them that the Marquette is beautifully designed in the latest mode, and that the colour combinations are very pleasing.

CONDITIONS IN ITALY

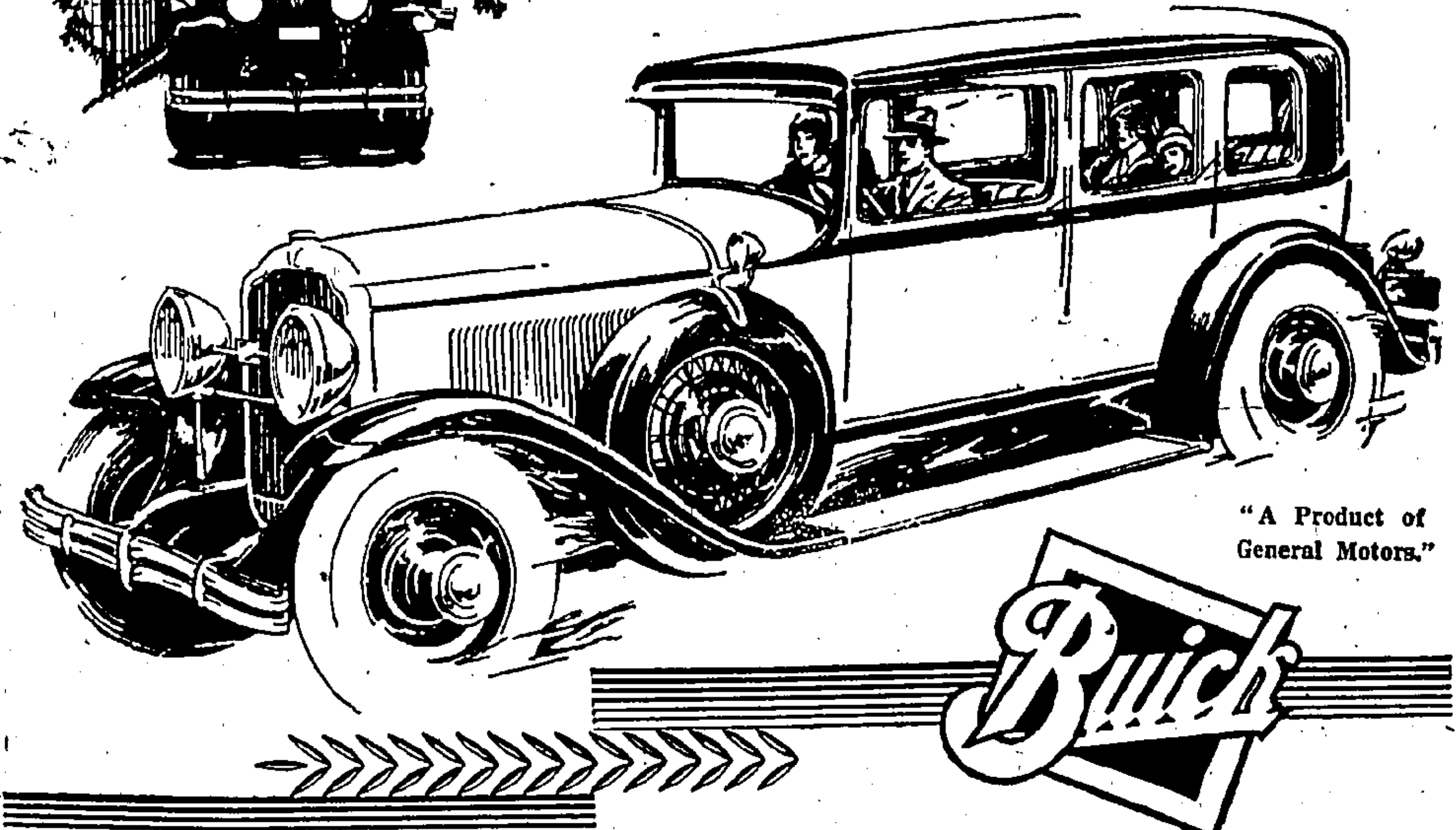
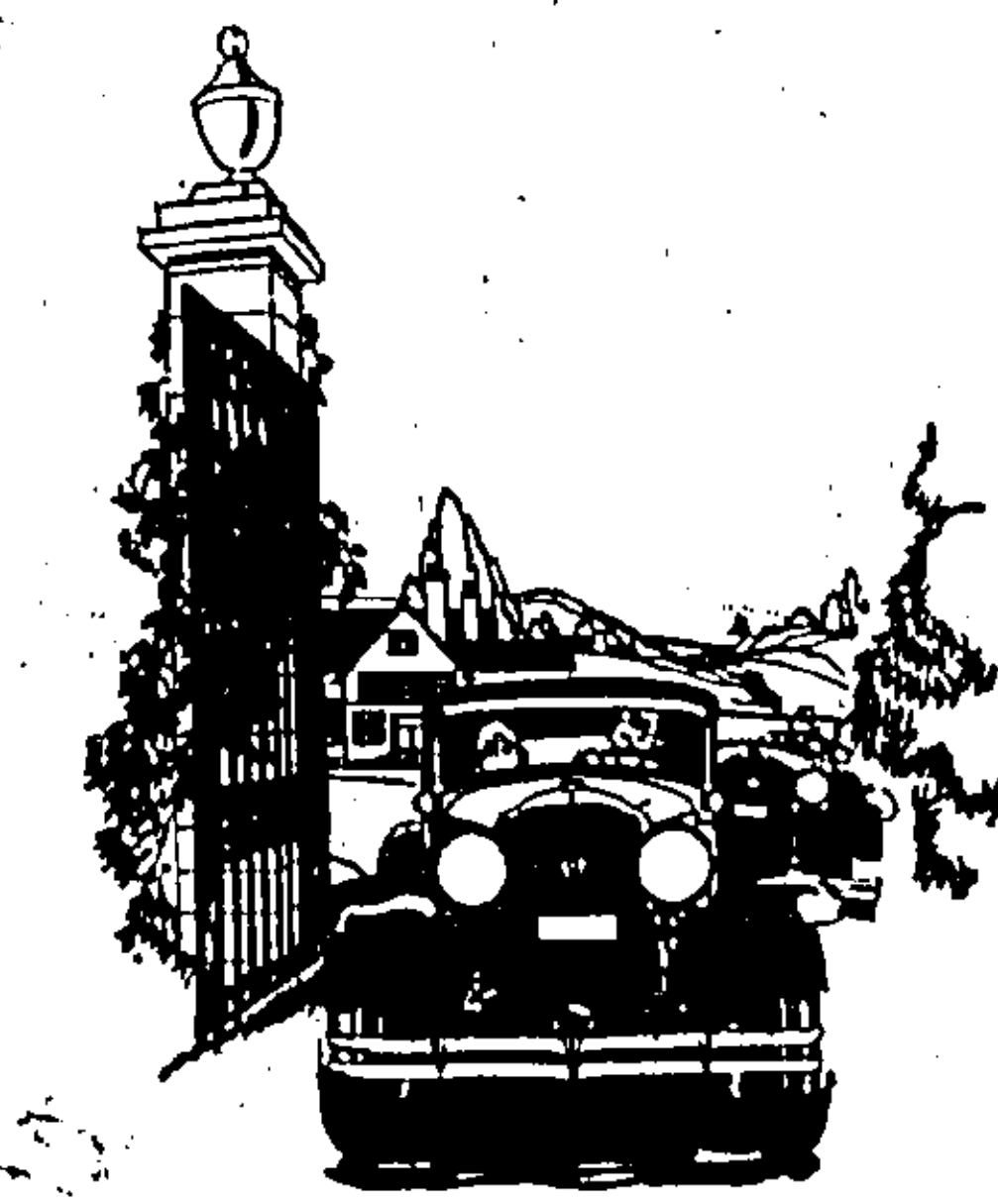
The Automobile Association states that the Italian authorities are now removing the difficulties which hitherto existed for the issue of temporary licences, registration and international travelling passes to motorists landing with their cars at various Italian ports, thus obviating the exceedingly serious delay previously experienced.

RIDE IN LUXURIOUS COMFORT

1930 MODELS NOW ON DISPLAY.

The moment you see the New Buick you will be impressed with its comfortable looking appearance. And looks do not deceive as you will learn when you sink into the deep, form-fitting cushions covered with finest quality mohair—when you note the elbow-freedom, the generous leg-room and the ample room above your head—when you see how the large doors, large windows and rich carpets add still more to your comfort.

And many engineering features such as, for example, the new semi-elliptic rear springs and double-acting hydraulic shock absorbers, contribute in no small measure to the unsurpassed riding comfort of the new Buick. Why not let us drive you home—to-night?



114" Wheelbase Marquette Models	G\$1,470 to G\$1,600
118" Wheelbase Buick Models	G\$1,800 to G\$1,940
124" Wheelbase Buick Models	G\$2,240 to G\$2,275
132" Wheelbase Buick Models	G\$2,195 to G\$2,890

THE
DRAGON MOTOR CAR COMPANY LTD.

33, Wong Nei Chung Road, Happy Valley

Telephone Central 1246 or 1247.



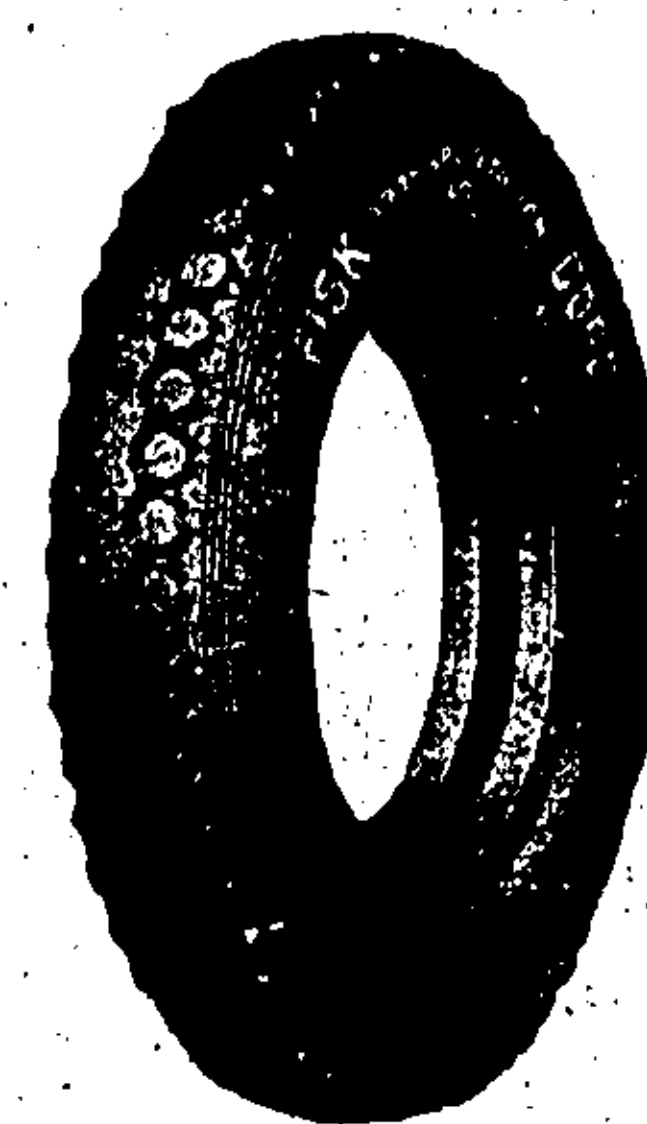
Andrew Juvinall, of Quincy, Ill., and Newton Newsom, of Woodstock, Ill., seem to have pulled another "first." These Northwestern University grads have crossed the trackless Sinai desert and the whole length of Transjordan by motorcycle. It is probably the first time this has been done in any mode of transportation other than a camel.

BALANCED!

that's why **FISK** ALL-CORDS

give more

MILEAGE.



FISK thread is thick and tough, equal to all road strains. Because of the perfect balance, the tyres wear evenly, and this is the reason why they do not give way at the shoulder or rim long before the thread is worn out. FISK balance, together with other FISK features, gives you what you want most—COMFORTABLE, DEPENDABLE

MILEAGE

OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:— **GILMAN & CO.**

Tel. C.290.

4A, Des Voeux Road C.

Street Car Transportation



SINCE the two-mile street car pictured above made its initial appearance in 1887 on the streets of Peoria, Ill., there have been quite a few changes in inter-city transportation in the United States. Today the universal use of the motor car, the nomadic tendencies of Americans and a constantly increasing national population, has made efficiency an absolute necessity in street car traffic administration.

The modern two-car train, in operation in many Western and mid-Western areas contrasts strangely with the plan of the 1890's. The last word in passenger car and speed, these trains carry thousands

of passengers daily, where the old mule cars carried hundreds.

Street car companies have also attempted to make the appearance of their operatives less grotesque than those of past generations. One company even installed full length mirrors in its car barns, to show the motemen and conductors how they looked before starting on their run, in an effort to inspire neatness and keep up the morale of the ancient and modern operators shown above. Quite an improvement, you'll admit—just as the electric car of today is a superior means of transportation over the mule car of yesterday.

MOTOR FUELS

From Molasses And
Starch

The use of alcohol as a liquid fuel has occurred at intervals coinciding with petrol shortages or abnormal rises in petrol prices. Thus, perhaps, it has been a not unimportant factor in keeping petrol prices within certain limits.

By far the most important part of the alcohol fuel problem is the production of alcohol in very large quantities at economic prices. The most popular source of industrial alcohol to-day is molasses, which has been proved to be a most satisfactory raw material. With molasses at 2d. a gallon, it is possible to produce, at 6d. per gallon, alcohol containing 96.97 per cent. alcohol in plants of comparatively small capacity. At the plant of the Natal Cane By-Products Company at Merebank, near Durban, Natal, a very satisfactory and economical motor fuel having alcohol and ether, both produced from molasses, as its chief constituents, is manufactured. It is, however, easily possible to show that the quantity of sugar consumed by a community is insufficient to provide the molasses necessary to produce the liquid fuel and industrial alcohol required. Molasses, can never be the chief, or even the dominant, factor in the production of industrial and power alcohol on a scale necessary to replace liquid hydrocarbon fuels in all their present uses.

Economic Exploitation

Of all the many sources of alcohol at present known, starch alone seems capable of economic exploitation. No doubt other sources will, from time to time, become available. The production of synthetic alcohol, for instance,

is well within the bounds of probability, but if alcohol were required to-day in extremely large quantities, it is to starch-producing plants that we should have to turn for our supplies. It has often been argued that such substances are too valuable as foods to be used for the production of a liquid fuel. The answer to that is that some of these substances, such as the mealie, are often used as animal foods in so un-economic a way as to waste most of the starch they contain. They are fed chiefly for the nitrogenous materials they contain, and the starch is largely "roughage" and waste. If mealies are fermented for the production of alcohol, they yield a by-product the value of which as a cattle and pig food is practically equal in value to the original mealie. There is thus not only no loss of valuable food, but a by-product is produced which, properly handled is of sufficient value to make the mealie at least as economical a source of alcohol as molasses, which produces no by-products of importance. — Col. J. G. Rose and Professor D. McMillan in "Engineering."

SPEED AND RELIABILITY

It is an obvious fact that newspaper delivery work demands the utmost reliability in the motor vehicles employed, and it is instructive, therefore, to observe the selections of important journals. The "Evening Standard," of London, employs a fleet of Guy ON type chassis, and has recently placed its third repeat order with the Wolverhampton firm for this type of vehicle. This is eloquent testimony to the power, speed and reliability of Guy vehicles.

RADIO SUPPLIES.

Electric Gramophones
& Motors

Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,

1st floor.

54, Queen's Road Central.

Tel. C.3178.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents:
REPUBLIC MOTOR COMPANY
OF CHINA
30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

Thursday, November 7, 1929.
Tenth Moon, 7th Day.

ESTABLISHED
1846

大英十一月七號 禮拜四
中華民國已巳年十月初七日

"OVERLAND CHINA MAIL"

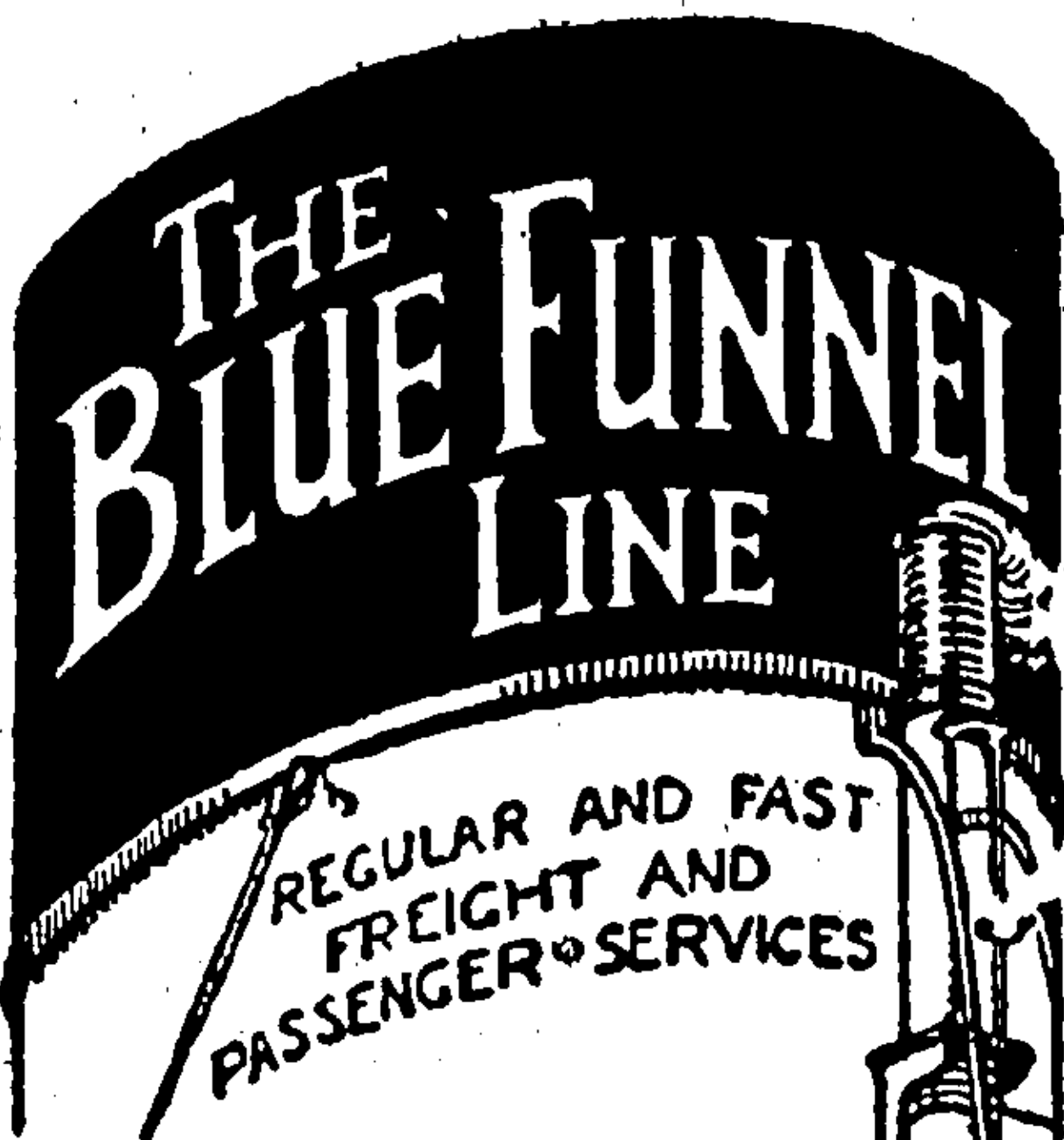
SEND IT HOME!

THE WEEK'S NEWS
ILLUSTRATED.

25 cts.

25 cts.

HONG KONG, THURSDAY, NOVEMBER 7, 1929.



LONDON SERVICE.

"OALCHAR" 12th Nov. M'Isles, London R'dam, & Hamburg.
"SARPEDON" 20th Nov. M'Isles, London R'dam, & Glasgow.
(Calls at Casablanca.)

LIVERPOOL SERVICE.

"AUTOLYTUS" 20th Nov. Genoa, Havre, Liverpool, & Glasgow.
"OYLOPUS" 20th Nov. Genoa, Havre, Liverpool, & Glasgow.

NEW YORK SERVICE.

(with transshipment at Singapore).
Leaves Hongkong Leaves Singapore Arrives New York
"SARPEDON" 20th Nov. "LYCAON" 5th Dec. 10th Jan.
Hongkong to New York 51 days.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDAREUS" 23rd Nov. Victoria, & Vancouver.

INWARD SERVICE.

"DIOMED" Due 11th Nov. For S'hai, M'Isles, Kobe & Yokohama.
"PATROCLUS" Due 13th Nov. For S'hai, Taku & Dairen.

PASSENGER SERVICE.

"SARPEDON" 20th Nov. M'Isles, London R'dam, & Glasgow.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire,

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

XMAS AND NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.

Xmas and New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m., the 8th November per s.s. "Macedonia".
This mail is due in London on the 13th December.

INWARD MAILS.

From Per

THURSDAY, NOVEMBER 7.

U.S.A. (San Francisco (Oct. 9), Honolulu,
Japan and Shanghai Korea Maru
Japan Himalaya Maru

FRIDAY, NOVEMBER 8.

Japan and Shanghai Macedonia
Shanghai and Amoy Kanchow
U.S.A. (Seattle, October 19), Canada, Japan
and Shanghai President Taft
Australia and Manila Taping
Calcutta and Straits Hosang
Shanghai and Swatow Sunning

SATURDAY, NOVEMBER 9.

Manila Empress of France
Straits Allpore
Manila President Jackson

SUNDAY, NOVEMBER 10.

Shanghai Calchas

MONDAY, NOVEMBER 11.

Shanghai Calchas

TUESDAY, NOVEMBER 12.

Shanghai Calchas

THURSDAY, NOVEMBER 7.

Amoy 3.30 p.m.
Sam Shui and Wuchow 4 p.m.
Halphong 5 p.m.

FRIDAY, NOVEMBER 8.

Shanghai, Japan and Europe via
Siberia 10.30 a.m.
Manila, Australia (except Thurs-
day Island) and New Zealand
via Brisbane 10.30 a.m.

Swatow, Amoy and Foochow
Sailong
Straits, Ceylon, India, Mauritius,
E. & S. Africa, Aden, Egypt &
Europe via Marseilles
Macedonia
(Due Marseilles, Dec. 6.)
G.F.O.

K.P.O. Nov. 8, 4.30 p.m. Parcels 5 p.m.
Registration Nov. 9, 9 a.m. Registration Nov. 9, 9.45 a.m.
Letters 10.30 a.m. Letters 10.30 a.m.

SATURDAY, NOVEMBER 9.

Java via Batavia 9.30 a.m.
Swatow 5 p.m.
Amoy and Japan 5 p.m.

SUNDAY, NOVEMBER 10.

Amoy 8.30 a.m.
Swatow, Amoy and Foochow 9 a.m.

MONDAY, NOVEMBER 11.

Shanghai and Japan 10.30 a.m.
Bangkok via Swatow Noon.

* Superscribed correspondents only.

PRINCE OF WALES' AFRICAN TOUR

TO SAIL FOR CAPE TOWN EARLY NEXT YEAR

BIG GAME PROGRAMME

Rugby, Yesterday.
The Prince of Wales will pay an unofficial visit to South and East Africa early next year. The King and Queen have approved of his tour, which will follow the lines of the expedition upon which he was engaged a year ago, and which he abandoned when the news of the King's illness reached him in Tanganyika.

On this occasion the Prince will go first to South Africa, sailing from England in the Union Castle Liner "Kenilworth Castle," on January 3.

After staying for a short while in Capetown as the guest of the Governor-General, the Earl of Athlone and Princess Alice, Countess of Athlone, he will proceed to East Africa, where he will have some big game shooting and will visit some of the places he was unable to reach on last year's interrupted tour.—British Wireless Service.

OCCASIONAL RAIN

To-day's weather report from the Royal Observatory states: The anti-cyclone over China has extended north eastward to S. Manchuria.

Fresh monsoon will prevail along the China coast and over the N. China Sea.
Forecast:—N. E. winds; fresh, cloudy, with occasional rain; probably improving later.

EX-KAISER'S SISTER CRITICALLY ILL

IN HOSPITAL WITH MYSTERIOUS DISEASE

CONDITION ALARMING

Berlin, Yesterday.
Frau Zoubkoff sister of the Ex-Kaiser, is dangerously ill in hospital at Bonn with an infectious disease which so far has not been diagnosed. Her condition is alarming.—Reuter.

FIRST HAND!

Judge Visits Vermin-Infested Hotel

Prague, Czechoslovakia, September 23.—In order to obtain first hand evidence as to the veracity of accuser and defendant in one of the most unique damage suits ever heard before a Czechoslovak court a local judge subjected himself to a full night in a vermin-infested hotel room here.

The accuser, an actress, claimed that the proprietor of the hotel should pay her \$400 damages for mental anguish, physical torture, and bodily disfigurement sustained during a night spent in his hotel.

Charges Denied

The proprietor of the hotel denied her charges, at the same time accusing the actress of trying to get publicity by ruining the reputation for cleanliness which his hotel had always enjoyed.

Not being able to make either retract statements, the judge, after hearing all that each had to say, surprised both by stating that he must wait a day or two before giving judgment. That night under a

NEW GERMAN AIR GIANT

SPEED THAT WILL STARTLE FLYING EXPERTS

PASSENGERS IN THE WINGS

Dessau, Yesterday.
The giant Junkers' aeroplane G38, in which passengers are to be accommodated in the wings, and the speed of which, according to its designers, will "startle flying experts," underwent half an hour's trial to-day.

It is a four-engined machine, with a 50 yards wing span, and equipped with an electric kitchen.—Reuter.

ROYAL AIR FORCE AFGHAN WORK

HIGH PRAISE FROM H. E. THE COMMANDER-IN-CHIEF

COMPLETE SUCCESS

Shirala, October 7.

The complete success which attended the efforts of the Royal Air Force in the air operations in Afghanistan during the rebellion, is recounted by a "Gazette of India Extraordinary," which publishes a letter from His Excellency the Commander-in-Chief to the Secretary in the Army Department, together with a report by Sir W. G. H. Salmond, Air Officer Commanding, Royal Air Force. The Commander-in-Chief in forwarding Sir Geoffrey Salmond's letter points out that these operations, (between December 18 1928 and February 25 1929), were carried out with complete success in exceedingly difficult and dangerous conditions.

On several occasions machines flying to and over the British legation were fired upon and in one case a machine was compelled to descend. Climatic conditions and the nature of the terrain added very greatly to these difficulties and dangers. The whole series of operations were carried out with a skill and gallantry that reflect the utmost credit upon the officers and other ranks of the Royal Air Force engaged in them. They were not however strictly speaking military operations and therefore this is not a military despatch of officers and other ranks mentioned in despatch.

Rewards

The following have already been recognised by the grant of decorations.—The Air Force cross has been awarded to Squadron Leader R. S. Maxwell, Flight Lieutenant D. F. Anderson, Flight Lieutenant R. Ivola Chapman, Flying Officer L. H. Anness and Flying Officer C. L. Trusk. The Air Force medal has been awarded to Leading Air craftsman G. Donaldson.

Sir Geoffrey Salmond.

The Commander-in-Chief records his high appreciation of the services of Air Officer Commanding, (Continued at foot of next Column)

delicious name he engaged a room in the same hotel.

Concerning his experiences during this night of Sherlock Holmesing the judge has made no remark to anyone so far as is known. Next day, however, in court he ordered the hotel proprietor to pay to the actress \$13 damage and to the court the cost of the hearing plus the price of an overnight stay in one of the single rooms.

BRITAIN AND SOVIET RELATIONS

MAJORITY IN COMMONS FAVOUR RESUMPTION

MR. BALDWIN DEFEATED

Rugby, Yesterday.

All the Liberal Members of Parliament and three Conservatives voted with the Government in the House of Commons last night in support of the motion proposed by the Foreign Secretary, Mr. Arthur Henderson, "that this House is of opinion that the resumption of full diplomatic relations between this country and Russia is desirable, and approves of the procedure for a settlement of questions outstanding between the two countries, including those relating to propaganda and debts as set out in the Protocol of October 3."

The amendment, moved by the Leader of the Opposition, Mr. Stanley Baldwin, was defeated by 324 votes to 199, and the Government motion was agreed to.—Reuter.

Degrees

Temperature, 10 a.m., to-day 67

Temperature, 4 p.m., yesterday 68

Humidity, 10 a.m., to-day 85

Humidity, 4 p.m., yesterday 80

LOCK-OUT OF JOINERS DECLARED

SHIPYARDS AFFECTED ALL OVER THE COUNTRY

OUTCOME OF CONFERENCE

London, Yesterday.
A lock-out has been declared, affecting all joiners in Federated shipyards and ship repairing establishments throughout the country.

Rejected by Ballot

The lock-out, which becomes effective on Nov. 23, was the outcome of a conference in Edinburgh between representatives of the Shipbuilding Employers' Federation and the Amalgamated Society of Woodworkers, at which the latter reported that a Trade Unions' ballot had rejected the proposals previously agreed between the two executives for a settlement of outstanding wages and overtime questions, including Belfast joiners' wages strike, which was in operation for seven months.—Reuter

The importance of the work of the Imperial Bureau of Mycology to the great wheat-growing and other crop-raising parts of the Empire was stressed by Dr. E. J. Butler, who stated that millions sterling a year were lost to the Empire from damage to crops by parasites other than insects.

Provision of more playing space is urgently recommended as "a growing need in London's social economy."

Sir Geoffrey Salmond, whose capable administration of the Royal Air Force during the last two years, is demonstrated by the smoothness and efficiency with which the force carried out its strenuous and unprecedented task and of Group Captain R. P. Mills who superintended the operations and who displayed the greatest ability and resource. His Excellency expresses his obligation to Air Vice-Marshal Sir R. Brooke Popham, Air Officer Commanding Iraq, for the promptitude with which the Victoria aircraft were mobilised and despatched to this country. Sir Geoffrey Salmond pays a tribute to Sir Denys Bray, Foreign Secretary, who in many questions that arose displayed the utmost insight and sympathy.

Sir F. Humphrys' Share
At Peshawar, Group Captain Mills was in the closest touch with Sir Norman Bolton, while at Kabul, Sir Francis Humphrys had the assistance of Flying Officer Trusk. Sir Geoffrey adds that the success of these operations is largely due to the remarkably efficient organization which was provided under Sir Francis Humphrys' direction at Kabul. He emphasises the use of air power imperially as India drew upon Iraq for her own frontiers.

HEAR
WHAT YOU SEE

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"THE
SINGING
FOOL"

PRICES

AT 2.30, 5.10, 7.15—\$1.50, \$1.00, 70 cts. & 50 cts.

AT 9.20 —\$2.00, \$1.50, \$1.00 & 60 cts.

Servicemen: 60 cts. to Stalls, all shows.

AT THE

QUEEN'S TO-DAY TO SUNDAY
At 2.30, 5.10, 7.15 & 9.20.

LEATRICE JOY
IN

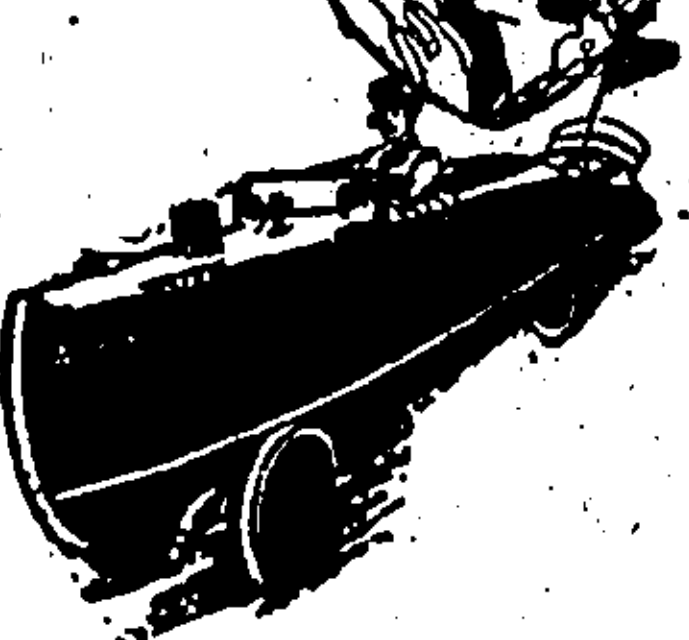
For
Alimony
Only

AT THE STAR TO-DAY TO SATURDAY
At 5.30

AT 9.15 p.m.

RUTH VAN VALEY REVUE

Glenn Tryon "You'll Say
THE KID'S
CLEVER!"



AT THE
W
O
R
L
D

To-day To

Saturday

Continuous

Performance

From 1.15 to 11.15

Bayer Tablets of
Aspirin
A Universal Possession
of mankind to which "Bayer" Tablets of Aspirin have become, thanks to their unrivalled efficiency. Millions of sufferers recognize in them the best of pain-killers, and have been freed by them from
Headache, Toothache, Rheumatism, Pains in Joints and Limbs, Gout, Chills, Neuralgia, and many other painful conditions. But good products are always imitated, and so imitations of "Bayer" Tablets of Aspirin are numerous. Your only guarantee of genuineness is the original package with the Bayer Cross.

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